Los Alamos County

Community Development Department

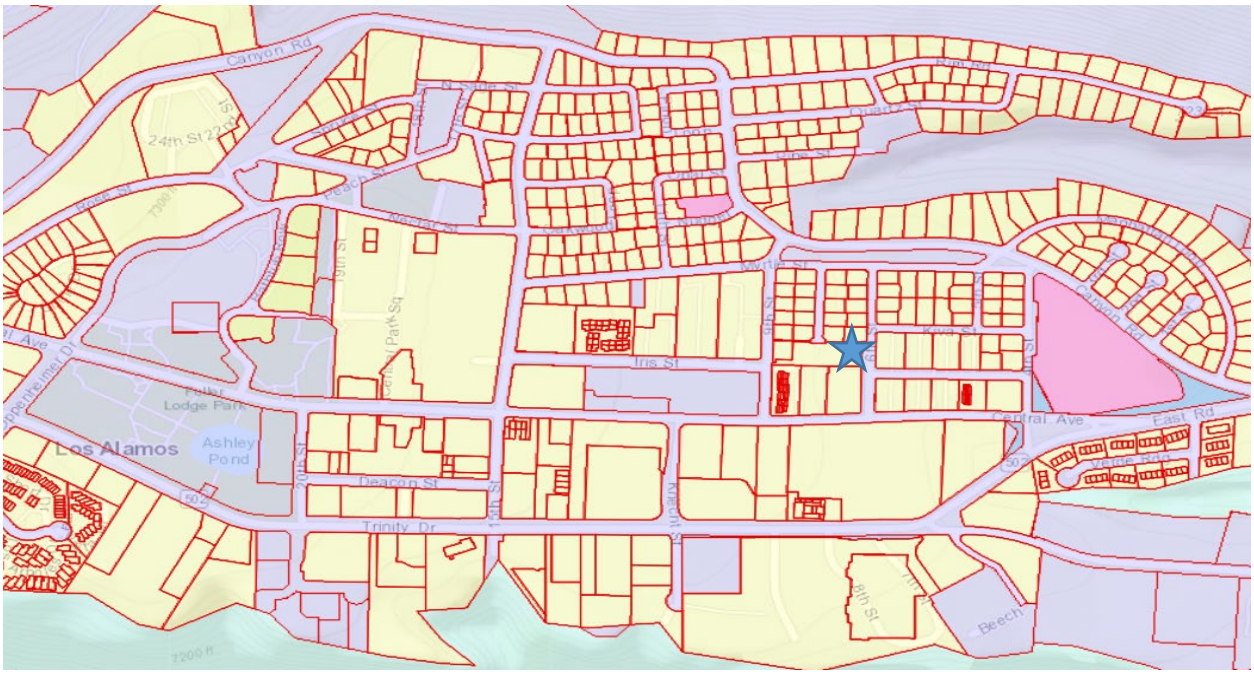
PLANNING & ZONING COMMISSION STAFF REPORT

Public Hearing Date:	April 26, 2023
Subject:	Case No. SIT-2023-0063
Owners/Applicants:	Los Alamos County, Owner/Applicant
Case Manager:	Sobia Sayeda, Planning Manager

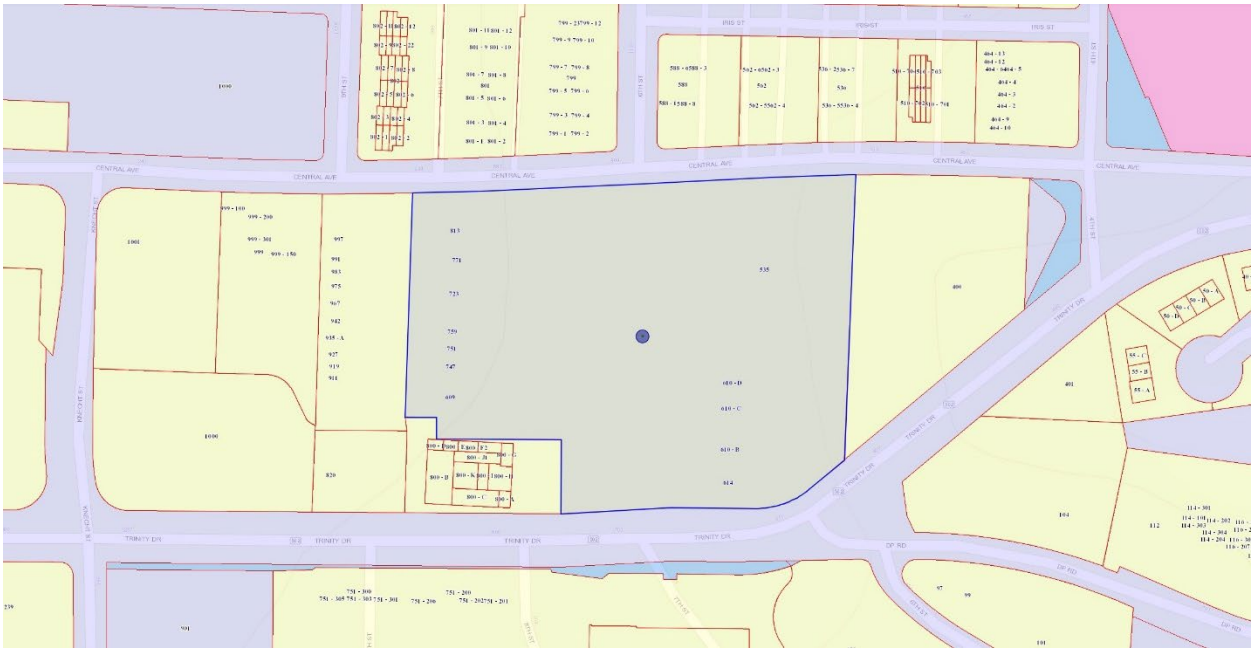
Case No. SIT-2023-0063:

Greg Gonzales, dba Columbus Capital, applicant, on behalf of Seth Brennoch C/O Kroger Co., is requesting Site Plan approval at 535 Central Avenue and 997 Central Avenue, Los Alamos, NM. The request is for a 104,671 Sq. Ft. footprint mixed-use development that proposes 322 residential units and 22,000 Sq. Ft. of commercial space. The properties, MMV 001 & MMV 002A1, are within the Downtown Los Alamos (DTLA) Zone District. ***See Exhibit 1: Application Packet.***

Currently an application for a lot line adjustment has been under administrative review by Planning Staff.



AREA MAP



VICINITY MAP

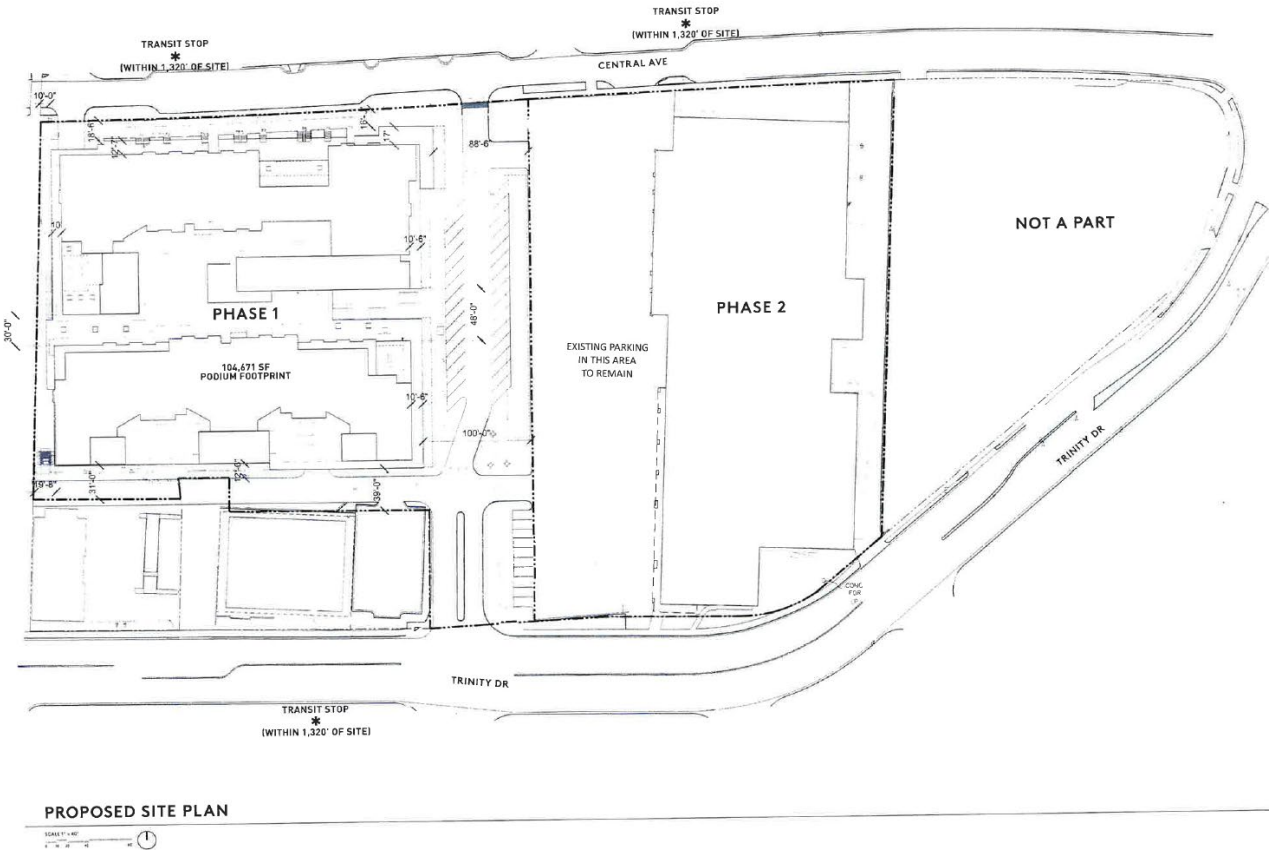
BACKGROUND

Former Mari Mac site, located within Downtown Los Alamos (DTLA) Zone District, consists of 335,150 Sq. Ft. (7.7 acres) and has 107,207 Sq. Ft. existing structures. Most of the existing structures are entirely or partially vacant. The subject lots are surrounded by several retail businesses and some office use. Furthermore, a few multifamily apartment structures are located along the lots north of Central Avenue.

The applicant currently has a Special Use Permit to operate a Self Service Storage Facility utilizing portion of the existing structure on the east side of the subject lot. This existing building and related parking is proposed to be un-altered during this Site Plan review.

SUMMARY

The applicant requests review and approval of a Site Plan application for a 104,671 Sq. Ft. mixed-use development that proposes 322 residential units and 22,000 Sq. Ft. of commercial space occupying the western portion of existing lots. Included is a two-story parking garage with access from Central Avenue at 9th Street on the north and a secondary access along south-west corner of the proposed structure. Some on-site surface parking is proposed along the east side of the new structure. ***See Exhibit 2: Development Plans.***



PROPOSED SITE PLAN

INTERDEPARTMENTAL REVIEW COMMITTEE (IDRC) REVIEW

The IDRC met and reviewed this request on Thursday, February 9, 2023. Department of Public Utilities (DPU) communicated that the electrical plan needed further information prior to approval. County Engineer, Eric Ulibarri, also requested further information prior to approval of the site plan application to move forward to Planning & Zoning Commission. Between February 10th and March 30th the Developer worked with DPU & the County Engineer and provided further information. Upon review of these documents by IDRC it was determined that the Site Plan application met all the criteria and the application along with supporting documents would move forward to Planning and Zoning Commission as presented. ***See Exhibit 3: Interdepartmental Review Committee Meeting Minutes & Exhibit 4: Traffic Improvement Analysis.***

PUBLIC NOTICE

The public hearing was noticed to be located at 1000 Central Ave, Los Alamos, NM, with an option for the public to provide comment virtually, via Zoom. The Public Notice requirements were completed in accordance with the Los Alamos County Code of Ordinances, Chapter 16 – Development Code, Sec. 16-17-(c), which includes:

Published and Posted Notice [16-74-(c)(4)]:

- Notice published in a newspaper of general circulation within the County at least 14-calendar days before the meeting or hearing. ***Published April 6, 2023***
- The posting of at least one sign on a street abutting the subject property – visible from the street – for at least 14-calendar days before the public meeting or hearing. ***Posted April 6, 2023***

Mailed Notice [16-72-(c)(2)]:

- Mailed notice 14-days prior to the public hearing to all owners of record as identified in the records of the County Tax Assessor or occupants of properties within 300 ft., excluding public rights-of-way, of exterior lot lines of the subject property. ***Mailed April 10, 2023***

See Exhibit 5: Public Notices

SITE PLAN ADOPTION DECISION CRITERIA

Section 16-74(i) of the Los Alamos County Development Code states that a Site Plan shall be approved if it meets all of the following criteria:

a. The Site Plan substantially conforms to the intent and policies of the Comprehensive Plan and other adopted County policies and plans.

Applicant Response:

The proposed site plan substantially conforms to the Comprehensive Plan by supporting downtown redevelopment, housing, and mobility:

1. Redevelopment and Growth: The proposed site plan includes the first phase of redevelopment to the "Meri Mac" site, an aging retail center and surface parking lot. The project programming includes commercial space, parking, residential, and the opportunity for community space. These uses will activate the downtown district and promote economic development.
2. Housing- The project proposes 322 residential units in a mix that supports a variety of demographics for existing and future residents that would like to make Los Alamos their home. Studio, 1, and 2 bedroom apartments are proposed as well as street lining townhomes on Central Ave.
3. Mobility and Open Space- A proposed North / South street linking Central Ave. and Trinity Drive aims to increase pedestrian connectivity from the existing residential neighborhood to the north to the commercial district. Within the site, the site plan promotes walkability and usability. The pedestrian lined streets will be used as open space promoting a streetscape experience of outdoor cafes, shops, and community space.

Staff Response: It is staff's expert opinion that the development substantially conforms to the intent and policies of the Comprehensive Plan and other County policies and plans because the proposed development is a mixed-use building including multi-family residential, retail and restaurant spaces including a parking garage. As a result, this provides variety of housing options in DTLA, which is an established goal within the County Comprehensive Plan to promote economic vitality. The County Council's adopted *2023 Strategic Leadership Plan* lists strategic goals and priorities – the Plan states that economic vitality encompasses the ability of the community to diversify, develop, grow, and sustain the many elements necessary for a local economy to flourish. Providing additional housing options and a variety of retail spaces within the building encourages economic vitality and assists in opportunities for growth. Likewise, the proposed parking garage enhances existing retail businesses in DTLA.

b. If the subject property is within an approved Master Plan, the Site Plan is in conformance with any relevant standards in the Master Plan.

Applicant Response:

Site is located in the DTLA, "Mixed Use Zoned District" following the standards of Ch. 16. The A/E team and developer has reviewed and vetted the development plan in detail with LAC staff and implemented their comments and requirements into the proposed design.

Staff Response: It is staff's expert opinion that this criterion has been met because the subject property is located within Downtown Los Alamos Master Plan that was approved in October 2022. The proposed development complies with all requirements of DTLA design standards per Chapter 16, Los Alamos County Code.

c. If the subject property is within an approved PD zone district, the Site Plan is consistent with any applicable terms and conditions in any previously approved PD zoning covering the subject property and any related development agreements and/or regulations.

Applicant Response:
Not applicable.

Staff Response: Staff confirms that the subject property is not within an approved PD zone district.

d. The Site Plan is in conformance with all applicable provisions of this Code and other adopted County regulations.

Applicant Response:
The proposed site plan follows Chapter 16 of the Los Alamos Development Code for the "DTLA - Mixed use district". Key areas of study include the following:
1. Site design: The building properly setbacks at the ground level providing sidewalk dimensions per the development code. The building steps back a min. of 10' above the podium level to enhance scale, light and shadow.
2. Landscape: The pedestrian realm to be improved with landscaped tree lined streetscape. Townhomes and commercial uses to activate the street. A new sidewalk lined "Main Street" running in the north-south direction, will Central Ave and Trinity Drive providing sidewalk and open space. A landscaped buffer on the interior lot line to the west will provide privacy and enhance the space between the two properties.
3. Lighting: Outdoor lighting will be designed in compliance with the Dark Skies and Los Alamos County outdoor nighttime lighting standards.
4. Signage: The proposed project to propose monumental signs at the gateway locations to the site: Central Ave and Trinity Drive. The project will also include commercial and residential signage at the podium level of the project. Signage permitting and standards to be followed per the Development Code.
5. Parking: The required parking for the site is provided with both a surface parking lot and a 3 level parking structure. Adequate parking is provided for both the residential and retail components of the project. Standard and accessible parking stalls are sized per the development code. Please refer to included plans and parking data.
6. Traffic Generation Report: the engineering team on this project is developing the Traffic Impact Study based on January 23, 2023 meeting with City traffic and DOT officials. Attached is the Traffic Impact Study Scoping Letter for reference.

Staff Response: It is staff's expert opinion that this criterion has been met because:

- USE – The Proposed mixed-use building including multi-family residential, retail and restaurant spaces including a parking garage meets all provisions of DTLA design standards. The proposed site plan meets the dimensional standards for the district including setbacks, lot coverage, and building height.
- LIGHTING – Section 16-33(g)(1) states that the lighting provided for off-street parking facilities shall meet the standards of Division 6. Outdoor Lighting. The proposed

lighting plan is in conformance with all applicable lighting standards of Chapter 16, Los Alamos County Development Code.

- LANDSCAPING – Division 4. Landscaping and Screening requirements ensure visually attractive and sustainable landscapes that enhance the county's overall appearance and applies to new construction of multi-family, mixed use, or non-residential structures. The proposed Landscape Plan conforms to all requirements of Division 4 of Chapter 16, Los Alamos County Development Code.
    - The proposed development shows a twenty-two-foot streetscape that conforms to the *Preferred Downtown Los Alamos Frontage Zone* along Central Ave. In addition, lots abutting the public street are required to provide street trees at twenty-five feet on center and the proposed site plan meets this requirement. Sec. 16-6-(c)(3)a Streetscape Design states that streetscape improvements along Central Avenue shall, to the maximum extent feasible, provide a consistent twenty-two-foot frontage zone treatment. This is to ensure a cohesive Main Street streetscape treatment with a curb zone, landscape strip with trees and amenities, and sidewalk.
    - The proposed landscape plan provides sidewalks at entrances to buildings and five-foot sidewalks extending to the boundaries of the development for ease of pedestrian movements, as is required in (DTLA) Zone District Standards 16-6-(c)(3).
    - Landscaping and screening are required in the front setback area. On-site street trees and landscape areas are provided on the Trinity Drive entrance to the site.
    - Landscaping per Section 16-39(a) is required to be a minimum of 10% of the net site area, or 7,154 square feet. This requirement has been exceeded: 20% of the net site area will be provided (14,399 square feet total landscaping). The perimeter of the development will be given to landscaping, streetscape, and screening.
    - The proposed landscape narrative describes sustainable landscape methods for waterwise drip irrigation, stormwater handing, native plant materials, and maintenance.

- PARKING STANDARDS: Division 3. Off-Street Parking, Loading, and Queuing provides adequate, convenient, and safe off-street parking and loading areas. The proposed development is designed to meet parking requirements for DTLA. Furthermore, the dimensions for 60-degree and 90-degree stalls, and aisle width, comply with parking standards as listed in Table 32 of Chapter 16, Los Alamos County Development Code.

e. The County's existing public infrastructure and services, including but not limited to water, sanitary sewer, electricity, gas, storm sewer, streets, trails and sidewalks have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated in compliance with the County's construction standards to the maximum extent practicable.

Applicant Response:
Utilities are available adjacent to the site and have adequate capacity to serve the project. Existing utilities within the new building footprint will be relocated to maintain the integrity of the County Public Utilities. The are existing public sidewalks along Central Ave and Trinity. The site design will include connections to the public sidewalks and the larger county trail network.

Staff Response: It is staff's expert opinion that this criterion has been met because the development meets all requirements of Department of Public Utilities as discussed during IDRC review. Sidewalks are proposed within the development to connect with existing sidewalks along Central Avenue and Trinity Drive.

f. The Site Plan mitigates any significant adverse impacts to properties within the vicinity to the maximum extent practicable.

Applicant Response:
Primary access to the site will be from a signalized intersection at Trinity. Two secondary access driveways are provided from Central. The western Central driveway aligns with 9th St and provides access to the second level of the parking structure. The eastern Central driveway provides access to surface parking east of the retail portion of the project. Existing vehicle circulation along the south side of the development will be maintained.
Vehicle circulation provides adequate turning radii for passenger, emergency and refuse vehicles. A traffic study being prepared by the applicant is currently in process. We understand approval of the traffic study is a condition of approval.

Staff Response: It is staff's expert opinion that this criterion has been met because the proposed development of a mixed-use building including multi-family residential units and a parking garage will not have adverse effects on properties within the vicinity as this development provides a variety of uses that are compatible with the surrounding area. The County Engineer has reviewed grading and drainage plans and Traffic Improvement Analysis for the proposed development and was satisfied with the plans as proposed.

g. Provisions shall be made to serve the development with tot lots and/or neighborhood parks in accordance with the Comprehensive Plan. A fee may be paid as approved by County Council to accomplish the purpose of the Comprehensive Plan in lieu of the development of tot lots or neighborhood parks.

Applicant Response:
The site plan complies with landscape are and open space requirements in the Los Alamos Development Code and provides neighborhood spaces in the following ways:
1. A safe and secure " tot lot" is to be provided at the podium level of the residential building to be used by the residential community. Refer to " Phase 1 Site Plan" for proposed location.
2. The proposed " Main St." connecting Central and Trinity can be easily closed to vehicular traffic allowing community events such as farmers markets and outdoor functions.
The street along with the landscaped sidewalk and café space to also function as an outdoor urban space for the neighborhood.

Staff Response: It is staff's expert opinion that this criterion has been met because the proposed development includes a tot lot and other community gathering spaces within the development.

DRAFT MOTION[1]

Motion Option 1:
I move to **approve** Case No. SIT-2023-0063, a request for site plan approval for a 104,671 Sq.Ft. footprint mixed-use development that proposes 322 residential units and 22,000 Sq.Ft. of commercial space. The properties, MMV 001 & MMV 002A1, are within the Downtown Los

[1] *The Commission may recommend conditional approval as determined during the hearing.*

Alamos (DTLA) Zone District. Approval is based on the Findings of Facts established at the hearing and conclusion that the Applicant has met the decision criteria for Site Plan adoption within Section 16-74(i)(4) of the Los Alamos County Development Code and that the Commission is acting under the authority granted by Section 16-72-(f)(2)(a) of the Development Code.

I further move to authorize the Chair to sign a Final Order approving the application and Findings of Fact and Conclusions of Law for this case, based on this decision to be prepared by county staff.

Motion Option 2:
I move to **deny** Case No. SIT-2023-0063, a request for site plan approval for a 104,671 Sq.Ft. footprint mixed-use development that proposes 322 residential units and 22,000 Sq.Ft. of commercial space. The properties, MMV 001 & MMV 002A1, are within the Downtown Los Alamos (DTLA) Zone District. Denial is based on the Applicant failing to demonstrate that the application meets the Site Plan adoption decision criteria within Section 16-74(i)(f) of the Los Alamos County Development Code and that the Commission is acting under the authority granted by Section 16-69(b)(2) of the Development Code.

FINDINGS OF FACT[2]

1. *On February 3, 2023, Greg Gonzales, dba Columbus Capital, applicant, on behalf of Seth Brennoch C/O Kroger Co., submitted a complete application to the Community Development, Planning Division for Site Plan approval to develop a 104,671 Sq.Ft. footprint mixed-use development that proposes 322 residential units and 22,000 Sq.Ft. of commercial space at 535 Central Avenue and 997 Central Avenue, Los Alamos, New Mexico ("Property").*
2. *Pursuant to Los Alamos County Development Code, 16-74-(i) and 6-72-(f), new development within the county requires site plan approval.*
3. *The Property's legal description is MMV 001 & MMV 002A1, and are within the Downtown Los Alamos (DTLA) Zone District pursuant to the County's adopted Zoning Map. According to Code a mixed-use building is a permitted use.*
4. *Seth Brennoch C/O Kroger Co., is the legal owner of the subject property commonly referred to as 535 Central Avenue and Greg Gonzales, dba Columbus Capital, is the legal owner of the subject property commonly referred to as 997 Central Avenue.*
5. *The application was assigned as Case No. SIT-2023-0063.*
6. *As provided in the CDD Report and per testimony of CDD staff Sobia Sayeda, notice of the public hearing was published in accordance with Section 16-74-(c)(4) of the County Code, as notice was published in the Los Alamos Daily Post on April 6, 2023, notice of the proposed action and public hearing was mailed via U.S. Mail to owners of real property within three-hundred (300) feet of the Property on April 10, 2023, notice as posted on the subject property on April 6, 2023.*
7. *Based on the CDD Staff Report and per testimony of CDD Staff Sayeda, the Application was presented to the Interdepartmental Review Committee ("IDRC") on February 9, 2023. Further documents required by IDRC members were reviewed and approved between February 10 and March 30, 2023.*
8. *The County Code identifies the adoption of a Site Plan as a Quasi-Judicial decision where the Planning and Zoning Commission shall conduct a public hearing pursuant to Section 16-72-*

[2] *The Findings and Conclusion of Law provided are draft and may be expanded on and amended after the public hearing to represent the facts presented, the Commission's decision, and the basis for their action.*

(f)(5) and agrees that the decision criteria within Section 16-74-(i)(4) has been met by the Applicant:

a. *The site plan presented substantially conforms to the intent and policies of the Comprehensive Plan and other adopted county policies and plans as demonstrated by the Applicant during their testimony and supported by CDD staff.*
b. *The Property was found to be located within an approved Master Plan.*
c. *The Property was found to not be within an approved PD zone district.*
d. *The site plan, through sworn testimony, presented that it is in conformance with all applicable provisions of the Development Code and other adopted county regulations.*
e. *The site plan was shown to have adequate infrastructure capacity to serve the proposed development.*
f. *The site plan demonstrated that it will not have significant adverse impacts to the properties within the vicinity.*
g. *A site plan provides a tot lot and/or neighborhood park.*

9. *The public hearing was held in-person on April 26, 2023, within the Los Alamos County Municipal Building, Council Chambers, with a virtual option for public participation.*
10. *The public meeting was opened to receipt and cross-examination of testimony taken under oath or affirmation.*

CONCLUSIONS OF LAW

After full hearing and consideration, the Planning and Zoning Commission finds that the Applicant has met each applicable decision criteria contained in Section 16-74-(c)(4) of the Los Alamos County Development Code and is acting under the authority granted it by Section 16-69(b)(2) of the Development Code.

EXHIBITS:

- Exhibit 1: Application Packet
- Exhibit 2: Development Plans
- Exhibit 2: Interdepartmental Review Committee Meeting Minutes
- Exhibit 4: Public Notices

QR: Ch. 16 Development Code

LOS ALAMOS

Community Development—Planning

1000 Central Ave, Suite 150
Los Alamos, NM 87544
505.662.8120
planning@lacnm.us

DEVELOPMENT APPLICATION

PROJECT INFORMATION

Title: Los Alamos Center Phase 1 Master Plan

Project Address: 759 Central Avenue, Los Alamos NM 87544

Description:

Los Alamos Center Phase 1 Master Plan proposes to redevelop the west half of the former Meri-Mac shopping center into a multi-family and commercial development with two parking levels and ground floor commercial development on the east, townhomes on the north, and 322 residential units above the two parking levels.

Check all application types, if applicable:

- ☐ Administrative Deviation ... *$25*
- ☐ Administrative Wireless Telecommunication Facility
- ☐ Comprehensive Plan Adoption & Amendment*
- ☐ Conditional Use Permit* ... *$300*
- ☐ County Landmark or Historic District Adoption/Amendment* ... *$250*
- ☐ Development Plan* ... $500
- ☐ Major Development Plan Amendment* ... $500
- ☐ Minor Development Plan Amendment ... $250
- ☐ Summary Plat... *$125 plus $10 / acre for non-residential*
- ☐ Sketch Plat, Subdivision*... *$250 plus*
  $175/lot (1-10 lots)
  $125/lot (11-30 lots)
  $75/lot (30+ lots)
- ☐ Preliminary Plat, Subdivision* ... *$250 plus*
  $175/lot (1-10 lots)
  $125/lot (11-30 lots)
  $75/lot (30+ lots)
- ☐ Final Plat, Subdivision* ... *$250 plus*
  $175/lot (1-10 lots)
  $125/lot (11-30 lots)
  $75/lot (30+ lots)
- ☐ Landscaping Plan ...$500
- ☐ Lighting Plan ...$500
- ☑ Site Plan* ... *$500 plus*
  $75 per/Million $ estimated construction cost
- ☐ Major Site Plan Amendment* ... $500
- ☐ Minor Site Plan Amendment ... *$250*
- ☐ Major Zone Map Amendment* ... *$150*
  No fee if initiated by County Council or County Manager
- ☐ Minor Zone Map Amendment* ... *$150*
  No fee if initiated by County Council or County Manager
- ☐ Master Plans* (Major, Minor)
- ☐ Temporary Use Permit ... *$25*
- ☐ Special Event Permit ... *$25*
- ☐ Text Amendment* ... *$150*
  No fee if initiated by County Council or County Manager
- ☐ Variance ... *$250*
  No fee if application is a part of a Site Plan review
- ☐ Wireless Telecommunication Facility* ... $500
- ☐ Major Historic Demolition* ... $250
- ☐ Major Historic Property Alteration Certification* ...$ 250

**** Application reviews require a pre-application meeting.***

PROPERTY & OWNER INFORMATION

Property Address:	759 Central Avenue *Address*	Los Alamos *City*	NM *State*	87544 *ZIP*

Zoning District: DT-NCO	Lot Size - Acres / Sq. Ft.: 6.7 acres / 291,852 sf
Existing Structure(s) Sq. Ft.: 33,524 sf	Lot Coverage: 104,671 sf

Property Owner(s) Name: Seth Brennoch C/O Kroger Co.

Owner(s) Email: seth.brennoch@kroger.com

Owner(s) Phone(s)#: (513)562-5271

☐ Owner's Address same as Property Address

Owner(s) Address:	1014 Vine Street *Address*	Cincinnati *City*	Ohio *State*	45202 *ZIP*

APPLICANT / OWNER'S AGENT INFORMATION

☐ Applicant is same as Owner

Applicant Name: Greg Gonzales DBA Columbus Capital

Applicant Address:	PO Box 2328 *Address*	Santa Fe *City*	NM *State*	87504 *ZIP*

Applicant Email: g.gonzales@columbuscapitalsw.com

Applicant Phone(s)#: (505)992-3555 (work) / (505)670-2812

ASSOCIATED APPLICATONS

Application Type:

Case Number:

I hereby certify and affirm, under penalty of perjury, that the information I have provide in this application is true and accurate to the best of my knowledge, information, and belief. [NMSA 1978, §30-25-1]

Signature: Eduardo Ramirez for Greg Gonzales	Date: January 30, 2023

STAFF USE ONLY

Date Received: Sobia Sayeda	Staff: SS
Case No.#: SIT-2023-0063	Meeting Date: 04/26/23

SUBMITTALS

- ☑ Proof of Ownership or Letter of Authorization from Owner
- ☐ Items from associated Application Checklist
- ☐ Complete Application – Date: Jan 2
- ☐ Payment – Accepted upon verification of a complete application - Date: Jan 2

LOS ALAMOS
Community Development—Planning
1000 Central Ave, Suite 150
Los Alamos, NM 87544
505.662.8120
planning@lacnm.us

SITE PLAN CHECKLIST

Applicants for all development application reviews must complete this checklist and submit it with the Development Application. Refer to the referenced code sections for additional information. Contact the Planning Division with questions regarding these requirements: planning@lacnm.us.

PRE-APPLICATION MEETING

Date Held: January 10, 2023

APPLICATION TYPE

- [x] Site Plan Adoption
- [ ] Major Amendment to an approved Site Plan

PLANS

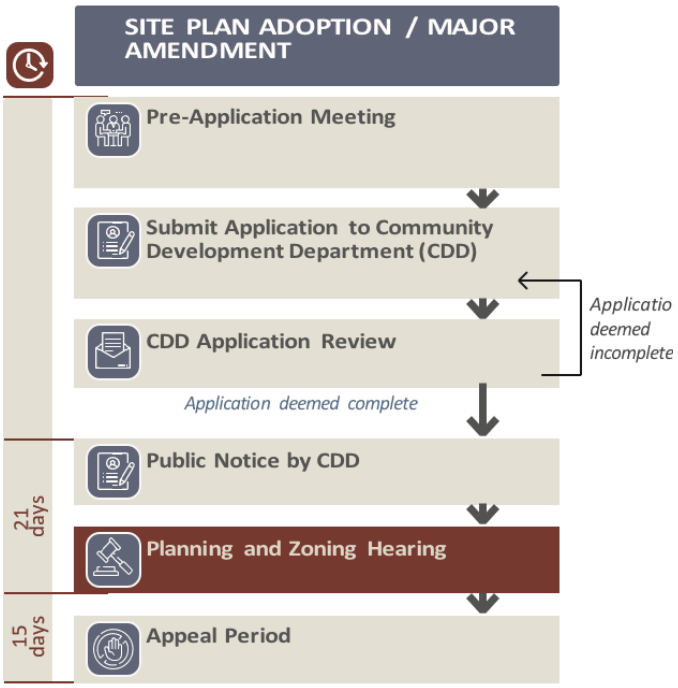
Scaled plans at a minimum of 1" = 100' that illustrates the following:

- [x] Site Plan
  - [x] Graphic Scale and North Arrow
  - [x] Property Lines according to recorded survey
  - [x] Existing and proposed structures
  - [x] Existing and proposed easements
  - [x] Existing and proposed setbacks
  - [x] Existing and proposed utility lines
  - [x] Existing and proposed fencing
  - [x] Existing and proposed signage
- [x] Parking Plan
  - [x] Access and parking related to site
  - [x] Parking analysis based on proposed use
  - [x] Width of aisle(s)
  - [x] Parking stall dimensions
- [x] Lighting Plan
  - [ ] Proposed lighting that notes the Correlated Color Temperature, Color Rendering Index, Lumens and all other attributes related to lighting to show compliance with Ch. 16, Division 6: Outdoor Lighting.
- [x] Landscaping Plan
  - [ ] Existing plant material, amount and species & size
  - [ ] Proposed plant material, amount and species & size

ELEVATIONS

Elevations drawing(s) at a minimum scale of 1/8" = 1' that indicates:

- [x] Height (above existing grade) of all four sides
- [ ] Materials and colors



See Reverse.

LOT COVERAGE

Existing (%): 19%

Proposed (%): 59%

IMPACT REPORTS 16-72 (e)

May be required per Table 50 of Development Code:

- [x] Grading and Erosion Control Plans
- [x] Stormwater Drainage Report
- [ ] Traffic Generation Report
- [ ] Utility Capacity Analysis Report
- [ ] Soils Report

ADDITIONAL SUBMITTALS

Based on staff's review and Interdepartmental Review Committee's recommendation – additional submittals may be required and will be communicated to the applicant by the assigned Case Manager.

DECISION CRITERIA 16-74-(i)(4)

a. The Site Plan substantially conforms to the intent and policies of the Comprehensive Plan and other adopted County policies and plans. Explain.

Please Refer to attached sheet

- [ ] *Staff finds that this criterion has been met*
- [ ] *Staff finds that this criterion has not been met – more information is needed*

b. If the subject property is within an approved Master Plan, the Site Plan is in conformance with any relevant standards in the Master Plan. Explain.

Site is located in the DTLA, "Mixed Use Zoned District" following the standards of Ch. 16. Not applicable.
The A/E team and developer has reviewed and vetted the development plan in detail with LAC staff
and implemented their comments and requirements into the proposed design.

- [ ] *Staff finds that this criterion has been met*
- [ ] *Staff finds that this criterion has not been met – more information is needed*

c. If the subject property is within an approved PD zone district, the Site Plan is consistent with any applicable terms and conditions in any previously approved PD zoning covering the subject property and any related development agreements and/or regulations. Explain.

Site is located in the DTLA, "Mixed Use Zoned District" following the standards of Ch. 16. Not applicable.
The A/E team and developer has reviewed and vetted the development plan in detail with LAC staff
and implemented their comments and requirements into the proposed design.

☐ *Staff finds that this criterion has been met*

☐ *Staff finds that this criterion has not been met – more information is needed*

d. The Site Plan is in conformance with all applicable provisions of this Code and other adopted County regulations. Explain.

Please refer to attached sheet

☐ *Staff finds that this criterion has been met*

☐ *Staff finds that this criterion has not been met – more information is needed*

e. The County's existing public infrastructure and services, including but not limited to water, sanitary sewer, electricity, gas, storm sewer, streets, trail and sidewalks have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated in compliance with the County's construction standards to the maximum extent practicable. Explain.

Utilities are available adjacent to the site and have adequate capacity to serve the project. Existing utilities
within the new building footprint will be relocated to maintain integrity of the County Public Utilities.
The are existing public sidewalks along Central Ave and Trinity. The site design will include connections to the
public sidewalks and the larger county trail network.

☐ *Staff finds that this criterion has been met*

☐ *Staff finds that this criterion has not been met – more information is needed*

DECISION CRITERIA 16-74-(i)(4)

f. The Site Plan mitigates any significant adverse impacts to properties within the vicinity to the maximum extent practicable. Explain.

Primary access to the site will be from a signalized intersection at Trinity. Two secondary access driveways are provided from Central. The western Central driveway aligns with 9th St and provides access to the second level of the parking structure. The eastern Central driveway provides access to surface parking east of the retail portion of the project. Existing vehicle circulation along the south side of the development will be maintained. Vehicle circulation provides adequate turning radii for passenger, emergency and refuse vehicles. A traffic study being prepared by the applicant is currently in process. We understand approval of the traffic study is a condition of approval.

☐ *Staff finds that this criterion has been met*

☐ *Staff finds that this criterion has not been met – more information is needed*

g. Provisions shall be made to serve the development with tot lots and/or neighborhood parks in accordance with the Comprehensive Plan. A fee may be paid as approved by County Council to accomplish the purpose of the Comprehensive Plan in lieu of the development of tot lots or neighborhood parks. Explain.

The site plan complies with landscape are and open space requirements in the Los Alamos Development Code and provides neighborhood spaces in the following ways:
1. A safe and secure " tot lot" is to be provided at the podium level of the residential building to be used by the residential community. Refer to " Phase 1 Site Plan" for proposed location.
2. - The proposed " Main St." connecting Central and Trinity can be easily closed to vehicular traffic allowing community events such as farmers markets and outdoor functions.
The street along with the landscaped sidewalk and café space to also function as an outdoor urban space for the neighborhood.

☐ *Staff finds that this criterion has been met*

☐ *Staff finds that this criterion has not been met – more information is needed*

Attach additional sheets, if needed.

DECISION CRITERIA 16-74-(i)(4) ATTACHMENT

Los Alamos Development Phase 1, January 30, 2023

(a) The proposed site plan substantially conforms to the Comprehensive Plan by supporting downtown redevelopment, housing, and mobility:

1. Redevelopment and Growth: The proposed site plan includes the first phase of redevelopment to the "Meri Mac" site, an aging retail center and surface parking lot. The project programming includes commercial space, parking, residential, and the opportunity for community space. These uses will activate the downtown district and promote economic development.
2. Housing- The project proposes 322 residential units in a mix that supports a variety of demographics for existing and future residents that would like to make Los Alamos their home. Studio, 1, and 2 bedroom apartments are proposed as well as street lining townhomes on Central Ave.
3. Mobility and Open Space- A proposed North / South street linking Central Ave. and Trinity Drive aims to increase pedestrian connectivity from the existing residential neighborhood to the north to the commercial district. Within the site, the site plan promotes walkability and usability. The pedestrian lined streets will be used as open space promoting a streetscape experience of outdoor cafes, shops, and community space.

(d) The proposed site plan follows Chapter 16 of the Los Alamos Development Code for the "DTLA Mixed use district". Key areas of study include the following:

1. Site design: The building properly setbacks at the ground level providing sidewalk dimensions per the development code. The building steps back a min. of 10' above the podium level to enhance scale, light and shadow.
2. Landscape: The pedestrian realm to be improved with landscaped tree lined streetscape. Townhomes and commercial uses to activate the street. A new sidewalk lined "Main Street" running in the north-south direction, will Central Ave and Trinity Drive providing sidewalk and open space. A landscaped buffer on the interior lot line to the west will provide privacy and enhance the space between the two properties.
3. Lighting: Outdoor lighting will be designed in compliance with the Dark Skies and Los Alamos County outdoor nighttime lighting standards.
4. Signage: The proposed project to propose monumental signs at the gateway locations to the site: Central Ave and Trinity Drive. The project will also include commercial and residential signage at the podium level of the project. Signage permitting and standards to be followed per the Development Code.
5. Parking: The required parking for the site is provided with both surface parking lot and a 3 level parking structure. Adequate parking is provided for both the residential and retail components of the project. Standard and accessible parking stalls are sized per the development code. Please refer to included plans and parking data.
6. Traffic Generation Report: the engineering team on this project is developing the Traffic Impact Study based our our January 23, 2023 meeting with City traffic and DOT officials. Attached is the Traffic Impact Study Scoping Letter for reference.

OWNER'S AFFIDAVIT

STATE OF OHIO)

)ss.

COUNTY OF HAMILTON)

I (We) Christine S. Wheatley, the Vice President of Smith's Food & Drug Centers, Inc., an Ohio corporation, being duly sworn, depose and say that (I am) (we are) the owner(s) of property located at 535 Central Avenue, Los Alamos New Mexico legally described as Lot 1 Meri-Mac Village subdivision, for which (I am) (we are) requesting a Master Plan approval (special use permit, site plan, variance, zone change, subdivision, summary plat, temporary use) through the County of Los Alamos, New Mexico. Furthermore, (I) (we) hereby appoint Jeffrey Branch and Greg Gonzales of Columbus Capital, LLC as our agent to act in our behalf on all matters pertaining to this application.

Signed: X _____

Address: c/o The Kroger Co., 1014 Vine Street

Cincinnati, Ohio 45202

Phone: seth.brennoch@kroger.com

Subscribed and sworn to before me this 15 day of August, 2022

APPROVED SKG 08.15.22 LAW DEPT.

Notary Public: Deborah Moore

My Commission Expires: 4/24/24

NOTARIAL SEAL STATE OF OHIO

Deborah Moore
Notary Public, State of Ohio
My Commission Expires:
April 24, 2024

EXHIBIT 2

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SHEET INDEX

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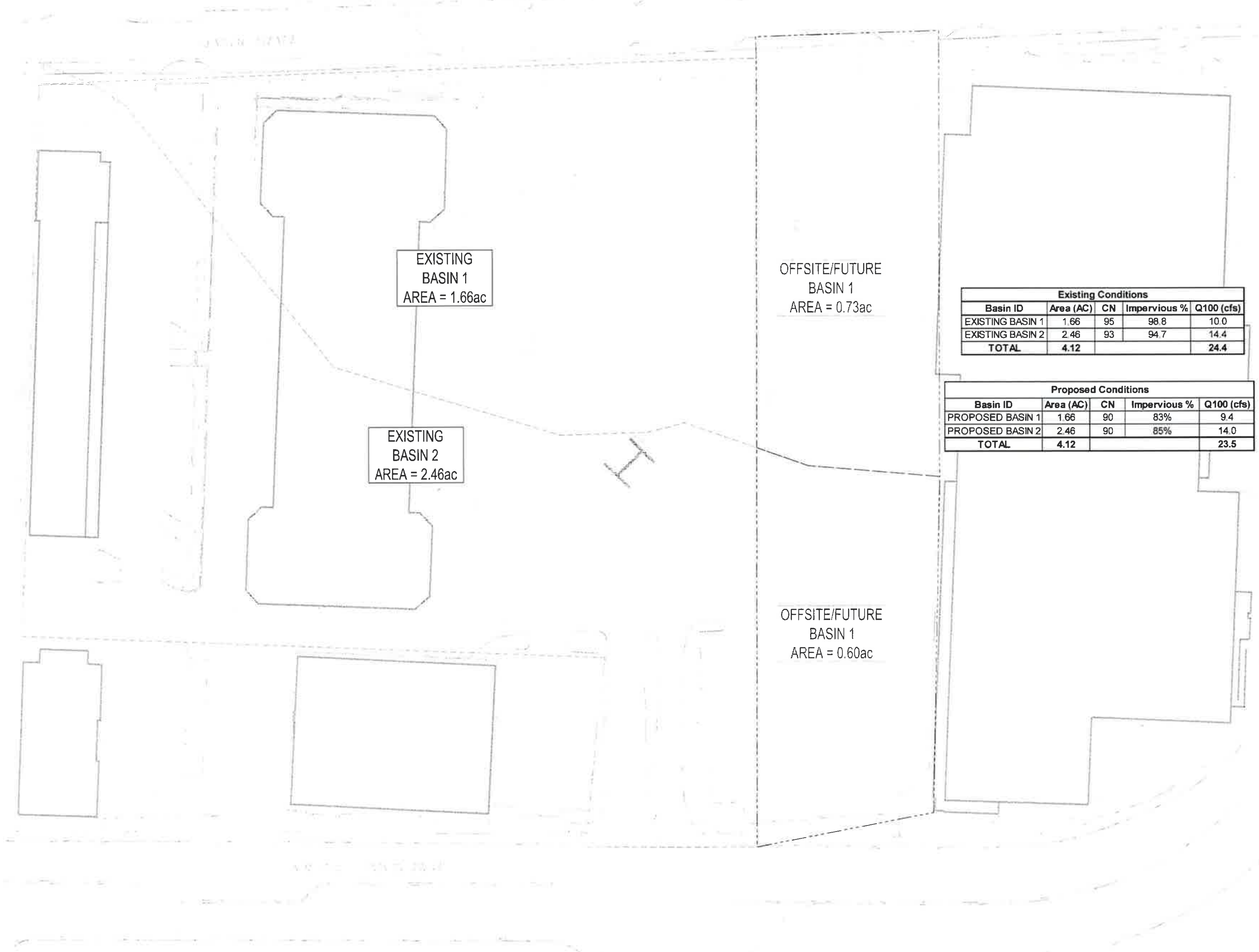
PROJECT NUMBER: 22-176

COVER SHEET

A-1
- UPDATED -

ATTACHMENT A

EXHIBIT 2



Existing Conditions				
Basin ID	Area (AC)	CN	Impervious %	Q100 (cfs)
EXISTING BASIN 1	1.66	95	98.8	10.0
EXISTING BASIN 2	2.46	93	94.7	14.4
TOTAL	4.12			24.4

Proposed Conditions				
Basin ID	Area (AC)	CN	Impervious %	Q100 (cfs)
PROPOSED BASIN 1	1.66	90	83%	9.4
PROPOSED BASIN 2	2.46	90	85%	14.0
TOTAL	4.12			23.5

PDS-based precipitation frequency estimates with 90% confidence intervals (in inches/hour)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	2.57 (2.23-2.96)	3.34 (2.89-3.84)	4.45 (3.85-5.14)	5.30 (4.57-6.11)	6.47 (5.56-7.44)	7.34 (6.29-8.45)	8.29 (7.04-9.53)	9.25 (7.81-10.7)	10.6 (8.82-12.2)	11.6 (9.64-13.5)
10-min	1.96 (1.70-2.26)	2.54 (2.20-2.93)	3.39 (2.93-3.91)	4.04 (3.49-4.64)	4.92 (4.23-5.66)	5.59 (4.78-6.43)	6.31 (5.36-7.25)	7.04 (5.95-8.11)	8.04 (6.72-9.29)	8.86 (7.34-10.3)

DRAINAGE NARRATIVE

INTRODUCTION

THIS DRAINAGE NARRATIVE SUMMARIZES HYDROLOGIC AND HYDRAULIC ANALYSES FOR EXISTING AND PROPOSED SITE CONDITIONS FOR MARIMAC VILLAGE IN LOS ALAMOS, NM.

THE SITE IS APPROXIMATELY 4.12 ACRES AND GENERALLY SLOPES FROM WEST TO EAST. ELEVATIONS IN THE PROJECT AREA VARY BETWEEN 7282 AND 7264 FEET ABOVE SEA LEVEL. THERE ARE FOUR EXISTING BUILDINGS ADJACENT TO THE SITE, TWO IMMEDIATELY TO THE SOUTH, ONE TO THE EAST, AND ONE TO THE WEST.

THIS DRAINAGE ANALYSIS UTILIZES THE RATIONAL METHOD PER LOS ALAMOS COUNTY, PUBLIC WORKS DESIGN AND CONSTRUCTION STANDARDS REV. SEPT 2008, SECTION 4.6.1. A WEIGHTED RUNOFF COEFFICIENT WAS CALCULATED. SINCE DRAINAGE BASINS FOR THIS SITE ARE SMALL, THE MINIMUM TIME OF CONCENTRATION OF 10 MINUTES WAS USED TO CALCULATE THE PEAK RUNOFF.

RAINFALL INTENSITY USED FOR THE ANALYSIS WAS OBTAINED FROM NOAA PRECIPITATION DATA SERVER. SEE PLAN FOR INTENSITY USED FOR THIS ANALYSIS.

EXISTING BASIN CHARACTERISTICS

THE EXISTING SITE CONSISTS OF TWO BASINS THAT SHEET FLOW TO THE EAST AND THEN DISCHARGE INTO THE EXISTING ROADS IMMEDIATELY TO THE NORTH AND SOUTH OF THE SITE. THE PEAK RUNOFF IN THE EXISTING CONDITIONS IS 24.4 CFS.

PROPOSED CONDITIONS DRAINAGE ANALYSIS

WITH THE DEVELOPMENT OF THIS SITE, HISTORIC DRAINAGE FLOW PATHS AND ULTIMATE DISCHARGE LOCATIONS WILL BE MAINTAINED. PROPOSED IMPROVEMENTS INCLUDE LANDSCAPING AND GREEN SPACES SURROUNDING THE PROPOSED BUILDING. PEAK DISCHARGE FOR PROPOSED CONDITIONS IS 23.5 CFS. THE DECREASE IN IMPERVIOUS AREA REDUCES RUNOFF BY 0.9 CFS.

CONCLUSION

WITH THE REDEVELOPMENT OF THIS SITE, THE TOTAL IMPERVIOUS AREA IS REDUCED SLIGHTLY AS WELL AS THE PEAK DISCHARGE FROM THE SITE. THE NET REDUCTION IS APPROXIMATELY 0.9 CFS. ONSITE DETENTION PONDING IS NOT REQUIRED TO MITIGATE PEAK FLOW WITH THIS PROJECT. THE EXISTING DRAINAGE PATTERNS WILL BE MAINTAINED.

LEGEND

EXISTING INDEX CONTOUR
EXISTING INTERMEDIATE CONTOUR
EXISTING DRAINAGE BASIN
FUTURE DRAINAGE BASIN (PHASE 2)

N
30 15 0 30
1"=30'

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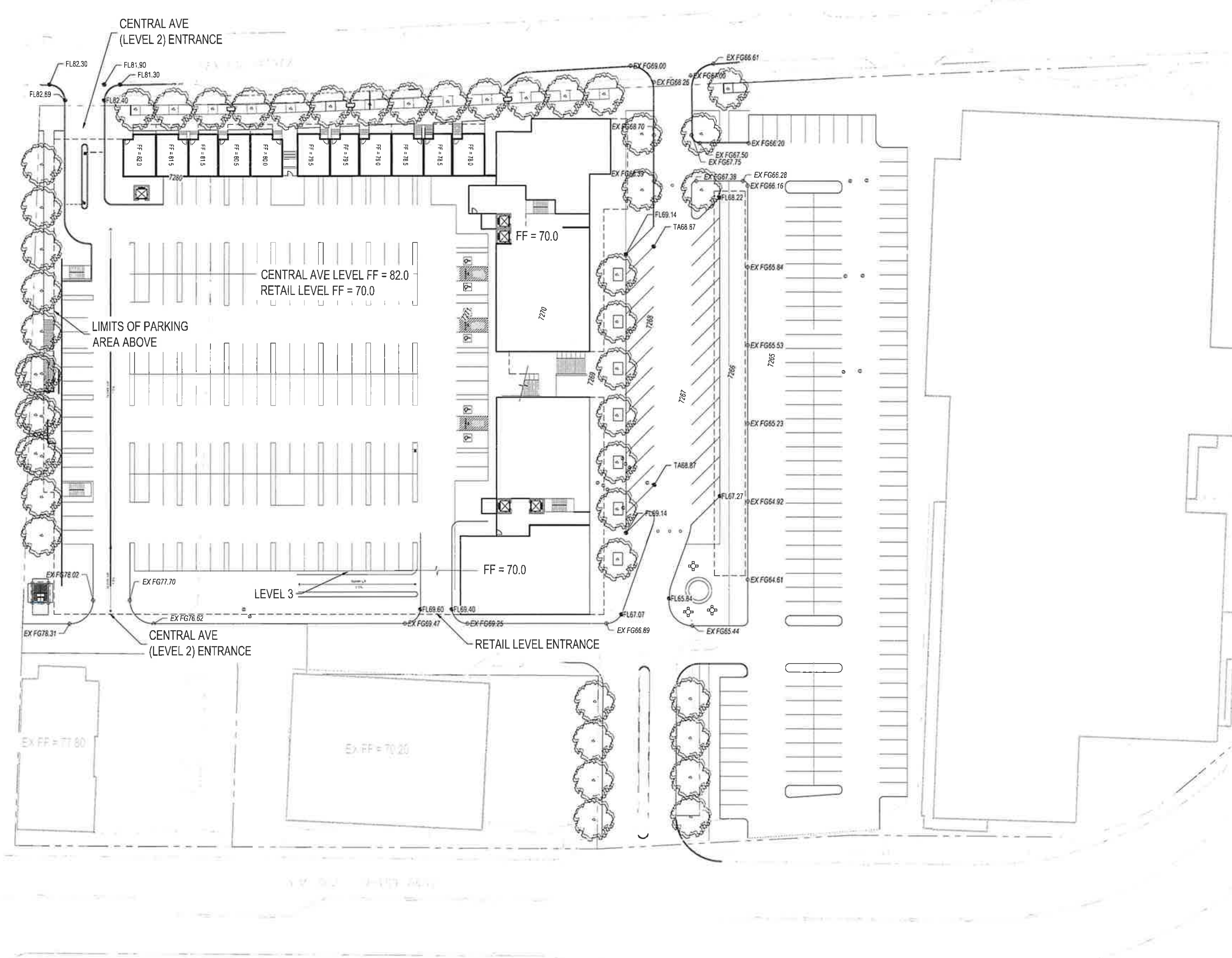
C-001
DRAINAGE MANAGEMENT PLAN

ATTACHMENT A

EXHIBIT 2



GRADING KEYED NOTES

1. INSTALL STORM DRAIN PIPE. SEE PLAN FOR SIZE & SLOPE.
2. CONSTRUCT TYPE 'A' DOUBLE GRATE STORM DRAIN INLET PER NMAPWA STANDARD DETAIL 2201.
3. RETAINING WALL. SEE ARCHITECTURAL / STRUCTURAL PLANS.
4. INSTALL NYLOPLAST DRAIN BASIN WITH 12" DOME GRATE.
5. INSTALL NYLOPLAST DRAIN BASIN WITH 18" ROUND ADA COMPLAINT GRATE.
6. CONSTRUCT SEGMENTAL RETAINING WALL PER 3/C-301.
7. CONSTRUCT TYPE 'C' SINGLE GRATE STORM DRAIN INLET PER NMAPWA STANDARD DETAIL 2205.
8. INSTALL NYLOPLAST DRAIN BASIN WITH SOLID COVER.
9. INSTALL CMP END SECTION & RIP-RAP BLANKET PER 4/C-301.
10. INSTALL 45° VERTICAL BENDS AND DAYLIGHT STORM DRAIN PIPE THROUGH WALL AT GRADE.
11. CONSTRUCT 5' TRANSITION FROM 6" CURB TO FLUSH CURB.
12. CONSTRUCT 6' TRANSITION FORM 6" CURB TO MOUNTABLE CURB.
13. INSTALL LIGHT DUTY ASPHALT PAVEMENT SECTION PER 5/C-301.
14. INSTALL CONCRETE PAVEMENT SECTION PER 7/C-301.
15. INSTALL RIP-RAP BLANKET PER 4/C-301.
16. CONSTRUCT CONCRETE RUNDOWN PER 1/C-302 FOR POND OVERFLOW.
17. CONSTRUCT CONCRETE RUNDOWN PER 2/C-302 FOR POND OVERFLOW.

LEGEND

INSTALL HEAVY DUTY ASPHALT PAVEMENT PER DETAIL 6/C-301

30.15 PROPOSED SPOT ELEVATION
TA=TOP OF ASPHALT
TC=TOP OF CURB
FL=FLOW LINE
TOC=TOP OF CONCRETE
TS=TOP OF SIDEWALK
TG=TOP OF GRATE
FG=FINISHED GRADE

EXISTING INDEX CONTOUR

EXISTING INTERMEDIATE CONTOUR

4960 PROPOSED INDEX CONTOUR

4959 PROPOSED INTERMEDIATE CONTOUR

DIRECTION OF FLOW

WATER BLOCK / GRADE BREAK

N

30 15 0 30

1"=30'

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C-100
GRADING PLAN

ATTACHMENT A

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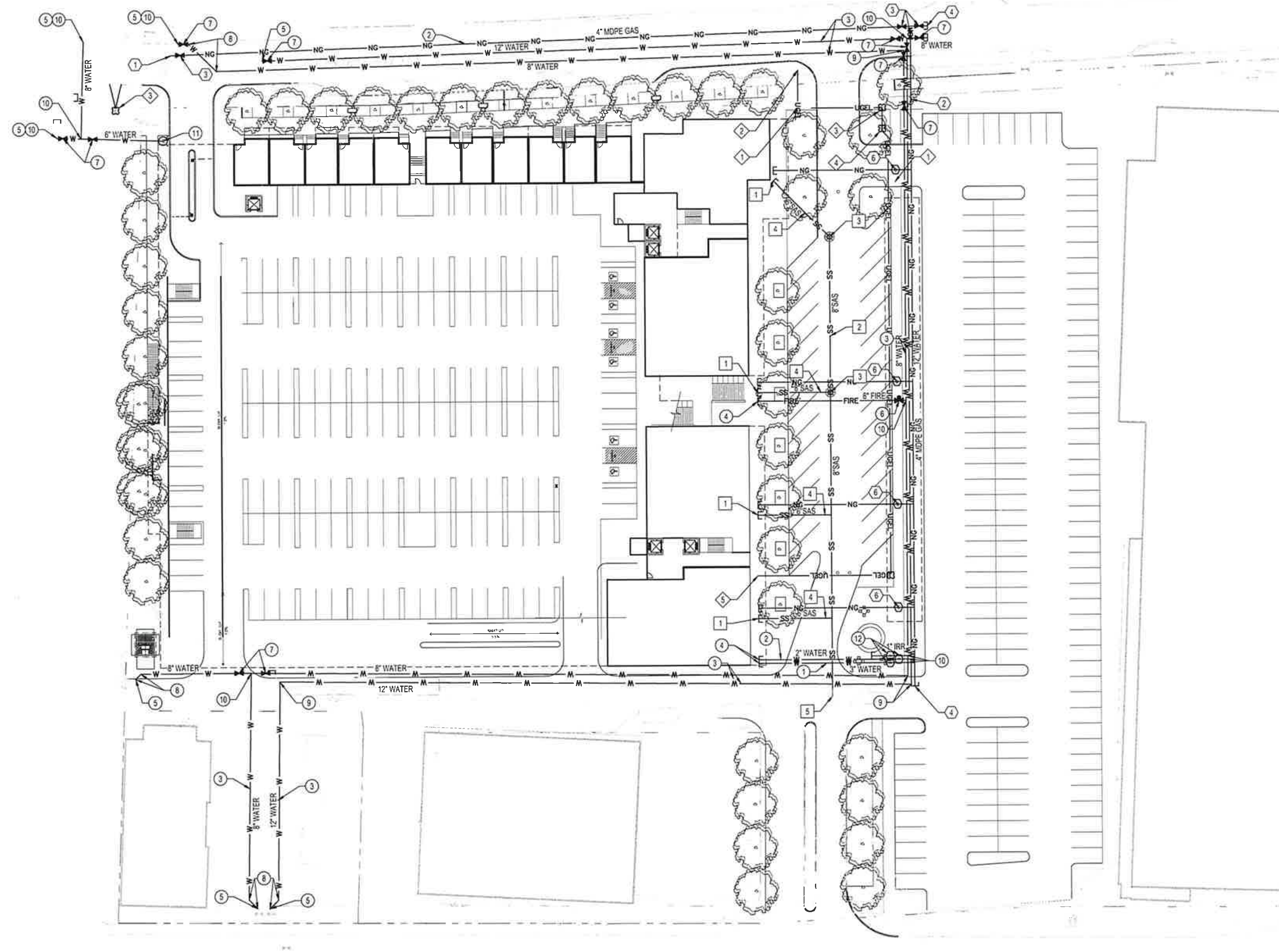

GENERAL NOTES

1. SEE LOS ALAMOS COUNTY STANDARD DETAIL 6014 FOR JOINT RESTRAINT TABLE.
2. UTILITY TRENCHES PER LOS ALAMOS COUNTY STANDARD DETAILS.

◯ UTILITY KEYED NOTES

1. INSTALL 3" DOMESTIC WATER SERVICE & VAULT PER LOS ALAMOS COUNTY STANDARD DETAIL 6013
2. INSTALL 2" DOMESTIC SERVICE PER LOS ALAMOS COUNTY STANDARD DETAIL 6006
3. INSTALL C500 DR18 PVC WATER LINE. SIZE PER PLAN.
4. INSTALL WATER SERVICE LINE TO WITHIN 5' OF BUILDING.
5. CONNECT TO EXISTING WATER LINE.
6. INSTALL 8" GATE VALVE WITH POST INDICATOR (PIV) PER 1/C-301.
7. INSTALL GATE VALVE WITH BOX & LID PER LOS ALAMOS COUNTY STANDARD DETAIL 6013. SIZE PER PLAN.
8. INSTALL 45° BEND. SIZE PER PLAN.
9. INSTALL 90° BEND. SIZE PER PLAN.
10. INSTALL WATER LINE TEE. SIZE PER PLAN.
11. INSTALL FIRE HYDRANT PER LOS ALAMOS COUNTY STANDARD DETAIL 6011.
12. INSTALL WATER METER PER LOS ALAMOS COUNTY STANDARD DETAIL 6008. SIZE PER PLAN.

☐ SAS KEYED NOTES

1. INSTALL SANITARY SERVICE LINE TO WITHIN 5' OF BUILDING.
2. INSTALL 8" SRR35 PVC SANITARY SEWER LINE
3. INSTALL SANITARY SEWER MANHOLE PER LOS ALAMOS COUNTY STANDARD DETAIL 5005.
4. INSTALL SANITARY SEWER SERVICE LINE. SEE PLAN FOR SIZE.
5. CONNECT TO EXISTING SANITARY SEWER MANHOLE.

⬡ GAS KEYED NOTES

1. CONNECT TO EXISTING GAS LINE.
2. INSTALL 4" MDPE NATURAL GAS LINE.
3. INSTALL 4" MDPE VALVE PER LOS ALAMOS COUNTY STANDARD DETAIL 3004.
4. INSTALL AND CAP GAS LINE STUB.
5. INSTALL GAS SERVICE LINE TO WITHIN 5' OF BUILDING.
6. INSTALL GAS SERVICE METER PER LOS ALAMOS COUNTY STANDARD DETAIL 3001.

◇ ELECTRIC KEYED NOTES

1. INSTALL UNDERGROUND ELECTRIC LINE.
2. CONNECT NEW UNDERGROUND ELECTRIC LINE TO EXISTING ELECTRIC MANHOLE.
3. INSTALL ELECTRIC SWITCH.
4. INSTALL ELECTRIC TRANSFORMER.
5. INSTALL ELECTRIC SERVICE LINE TO WITHIN 5' OF BUILDING.

LEGEND

Symbol	Description
—NG—	PROPOSED NATURAL GAS LINE
—SS—	PROPOSED SANITARY SEWER LINE
—W—	PROPOSED WATER LINE
—FIRE—	PROPOSED FIRE WATER LINE
—UGEL—	PROPOSED UNDERGROUND ELECTRIC LINE
	EXISTING UTILITY TO BE REMOVED
	PROPOSED SANITARY SEWER MANHOLE
	PROPOSED CLEANOUT
	PROPOSED VALVE
	PROPOSED FIRE HYDRANT
	PROPOSED CAP
	PROPOSED WATER METER
	PROPOSED POST INDICATOR VALVE (PIV)
	PROPOSED ELECTRIC SWITCH / TRANSFORMER

N

30 15 0 30

1"=30'

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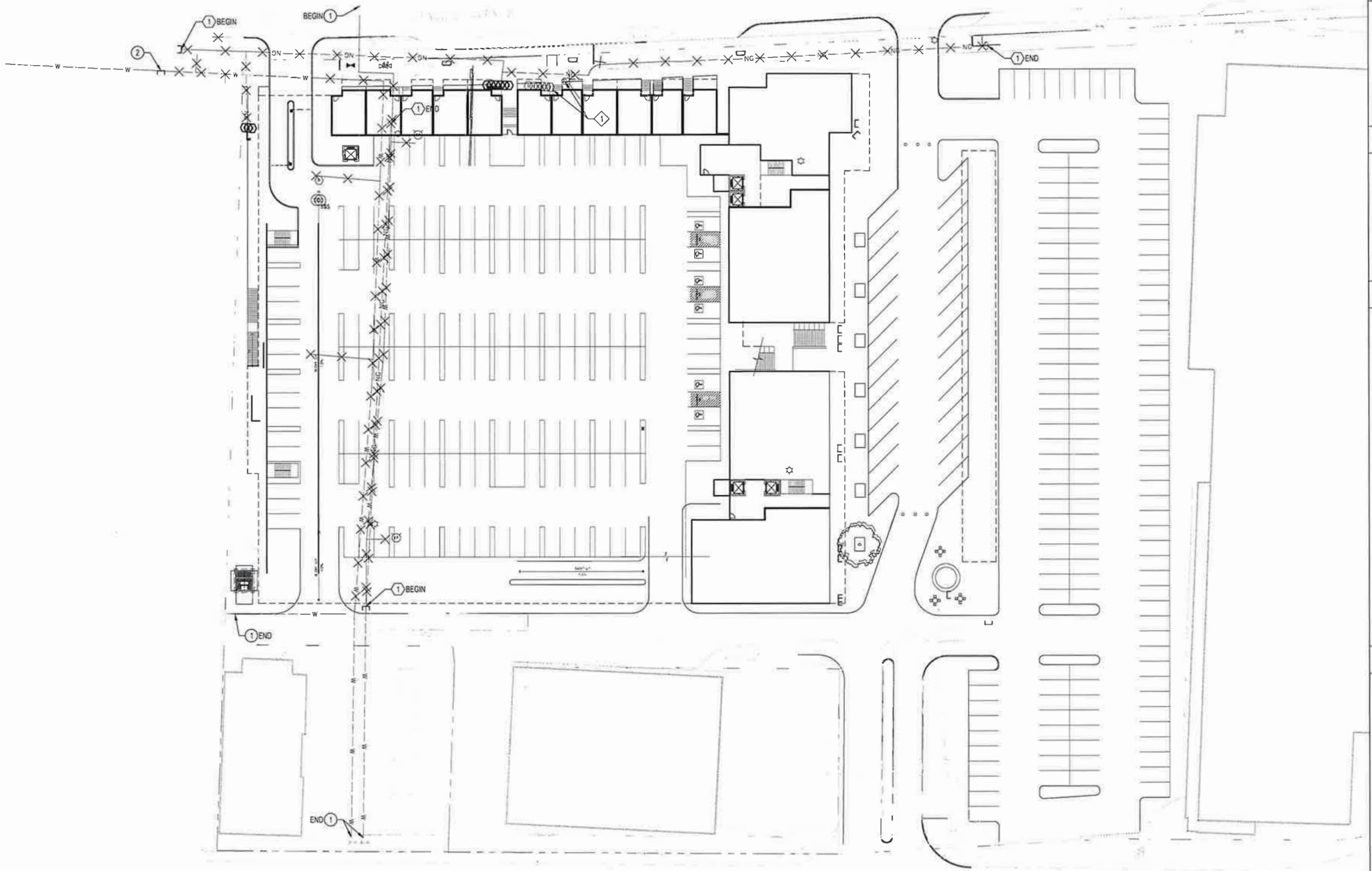
C-200
UTILITY PLAN

ATTACHMENT A

EXHIBIT 2

ATTACHMENT A



GENERAL NOTES

1. SEE LOS ALAMOS COUNTY STANDARD DETAIL 6014 FOR JOINT RESTRAINT TABLE.
2. UTILITY TRENCHES PER LOS ALAMOS COUNTY STANDARD DETAILS.

○ WATER LINE KEYED NOTES

1. REMOVE EXISTING WATERLINE.
2. CAP EXISTING WATERLINE.

⬡ GAS KEYED NOTES

1. CAP AND ABANDON EXISTING GAS LINE.

◇ ELECTRIC KEYED NOTES

1. REMOVE EXISTING ELECTRIC METERS AND SWITCH.

LEGEND

- PROPOSED NATURAL GAS LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED WATER LINE
- PROPOSED FIRE WATER LINE
- PROPOSED UNDERGROUND ELECTRIC LINE
- EXISTING UTILITY TO BE REMOVED
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED CLEANOUT
- PROPOSED VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED CAP
- PROPOSED WATER METER
- PROPOSED POST INDICATOR VALVE (PIV)
- PROPOSED ELECTRIC SWITCH / TRANSFORMER

N

30 15 0 30

1"=30'

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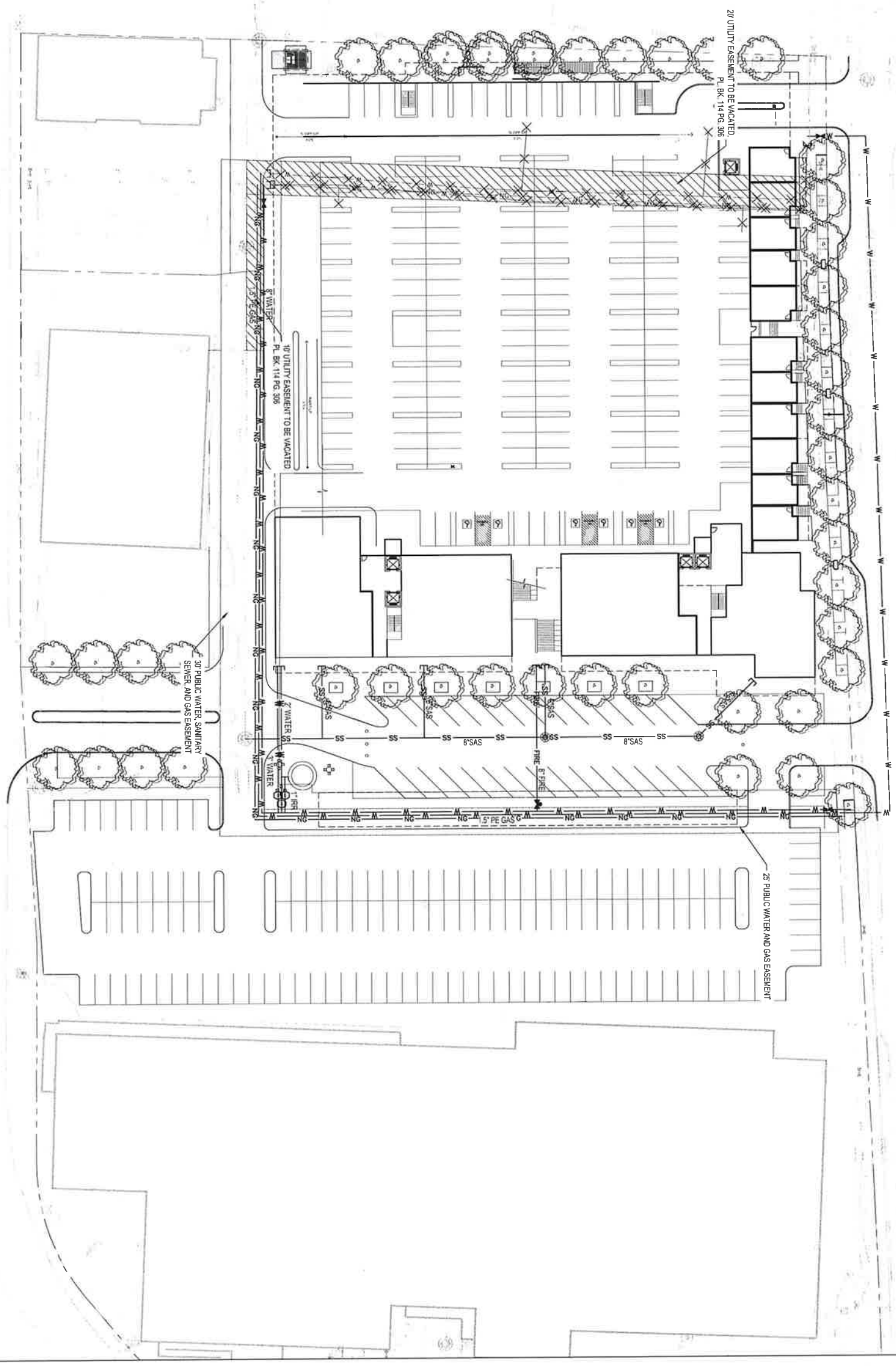
C-201
UTILITY DEMO PLAN

EXHIBIT 2



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C-202
EASEMENT EXHIBIT

ATTACHMENT A

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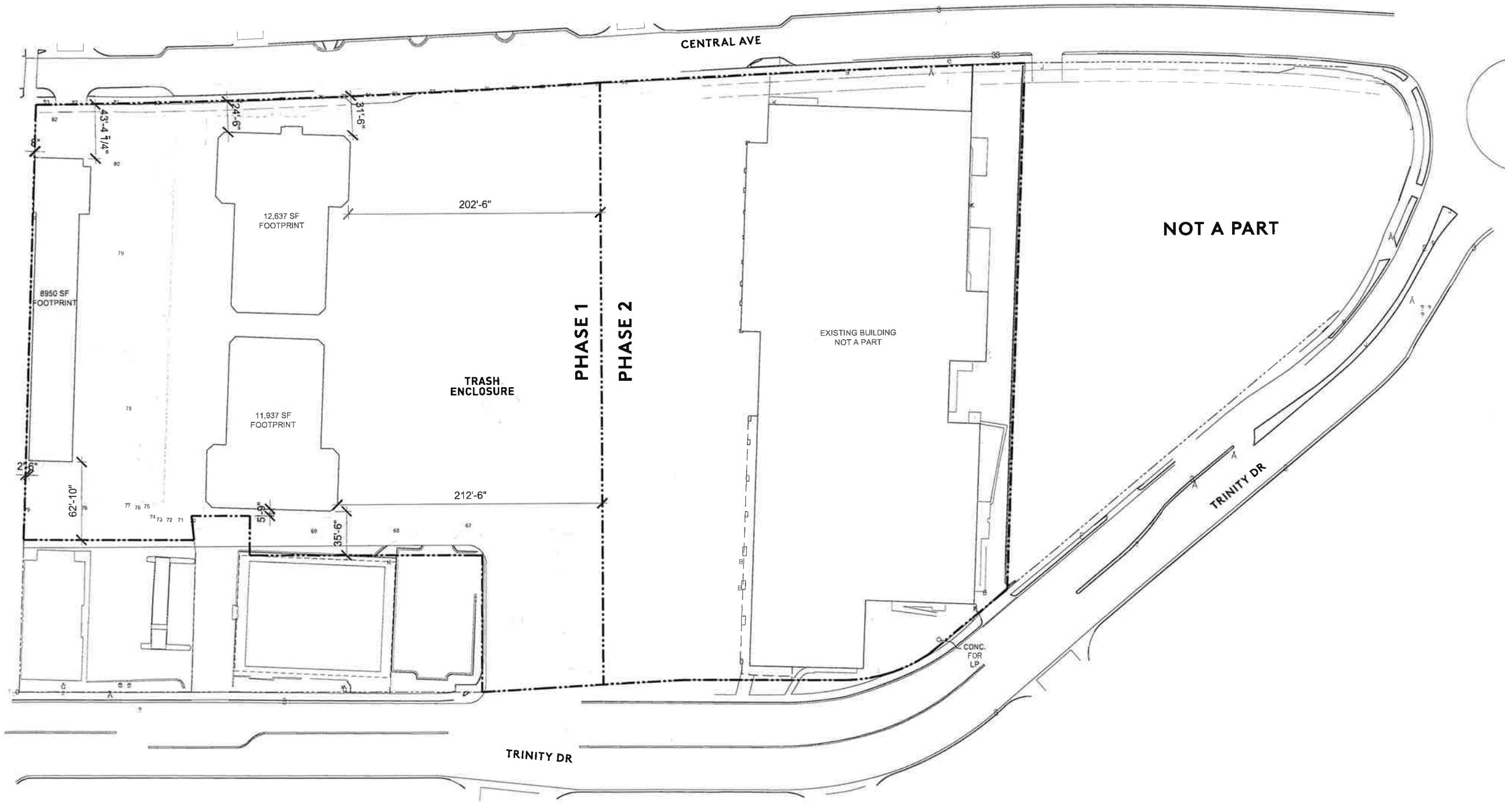

EXISTING SITE PLAN

SCALE 1" = 40'

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EXISTING SITE PLAN

A-6

ATTACHMENT A

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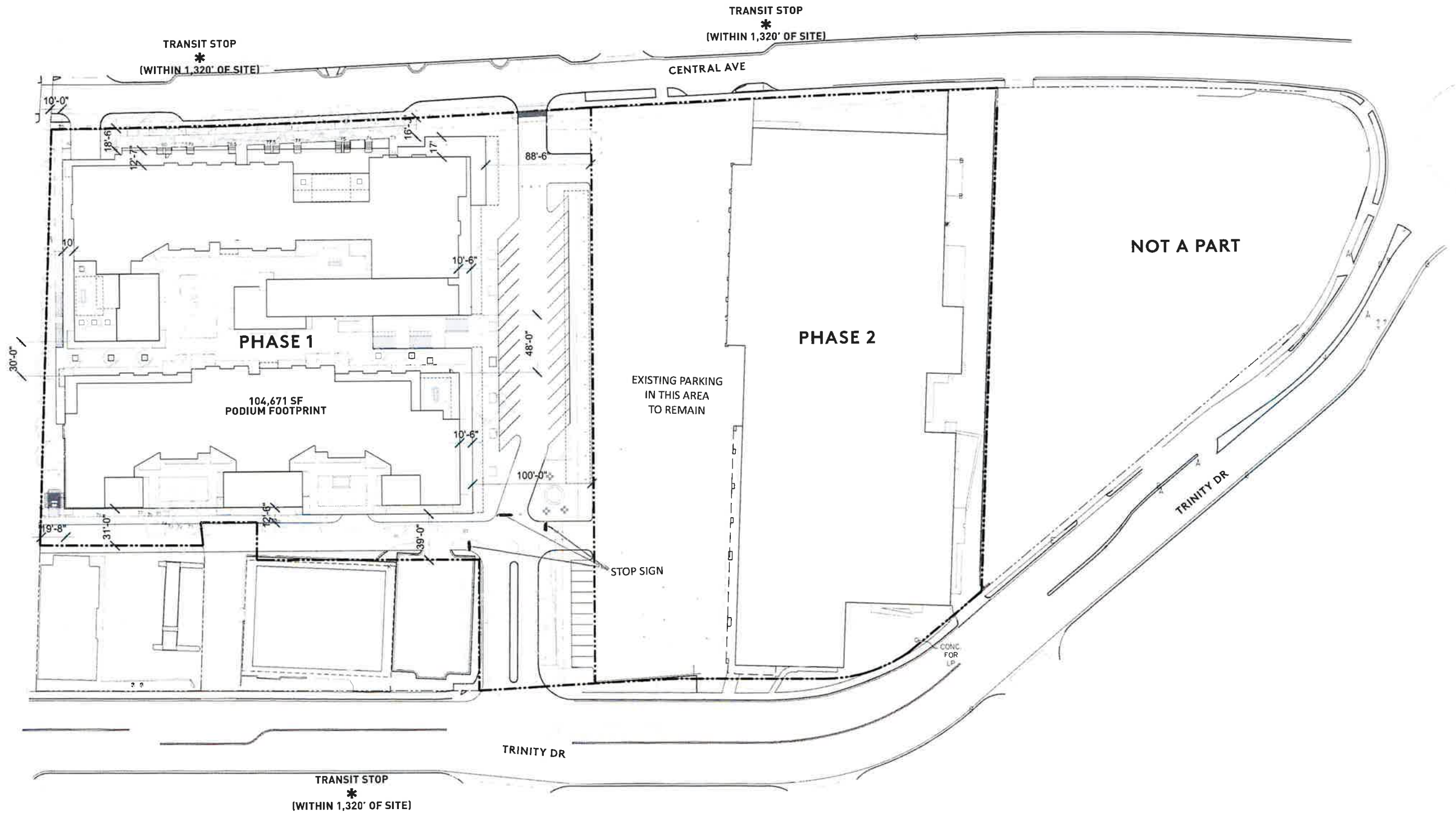

PROPOSED SITE PLAN

SCALE 1" = 40'

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PROPOSED SITE PLAN

A-7

ATTACHMENT A

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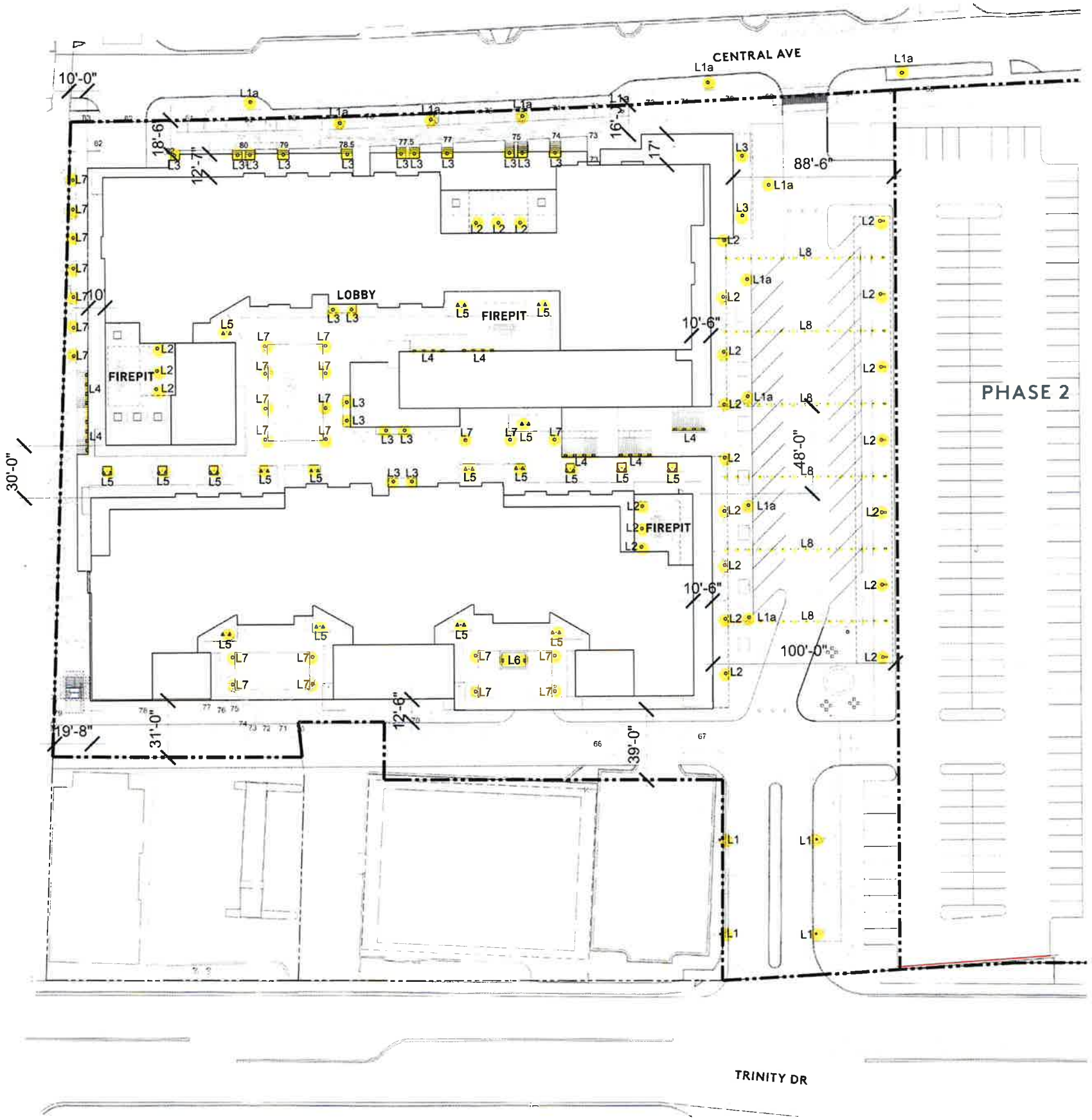

PHASE 1 LIGHTING PLAN

SCALE 1" = 30'

LIGHTING NARRATIVE

The project is located in Lighting Zone 2 (LZ2), allowing for ambient light.
The building lighting shall use the minimum light levels that meet the requirements of providing a safe and comfortable light level for residents. The upper lumen limits will not exceed 20,000 lumens per acre or 81,000 lumens total (20,000 lumens x 4.05 acres = 81,000 total lumens).

All lights will be directed downward, fully shielded, and full cutoff and possess a U0 rating (IES TM-15) for zero uplight. There will be no light trespass at the boundary lines of the site, with the light levels at the property lines being under 0.3 footcandles or 3 lux and will be directed away from environmentally sensitive habitat areas (ESHA).

Maximum light temperature for all lighting shall be 2700K, with a Color Rendering Index (CRI) greater than 65.

Lighting shall be dimmed by 50% by 10:00 pm or 1 hour after business close for all commercial spaces. This curfew shall remain in effect until 6:00 am. The only exception for this policy shall be at public steps, stairs, walkways and building entrances.

All light sources shall be a maximum G2 rating (IMS TM-15) and located or shielded such that the point light source shall not be visible from adjacent property or streets.

Façade lighting is prohibited above residential floors.

Landscape lighting is allowed within 25 feet of a residence or driveway entrance and shall be turned off during hours of curfew.

Pathway, stair and step lighting shall be no taller than 36 inches.

Lighting for patios, decks, balconies and gazebos shall be fully shielded with the point light source not visible beyond the property line in which it is located.
Lighting along Central Avenue shall have a maximum average illuminance of 10 lux.

Primary points of entrance may be brighter but will not exceed 5 footcandles average at grade.

Decorative lighting elements shall be exempt from the fully shielded requirement and be less than 1,000 lumens.

Individual luminaire limits shall be as follows:
Low-voltage landscape: 430 lumens
Shielded in-grade uplight: 910 lumens
Partially shielded floodlight: 1,260 lumens
Shielded floodlights shall be limited to 1,260 lumens.

LEGEND

- L1 20' HIGH POLE LIGHTS
- L1a POLE LIGHTS TO MATCH EXISTING LIGHT ALONG CENTRAL AVE
- L2 TRELLIS MOUNTED DOWNLIGHTS
- L3 CANOPY MOUNTED DOWNLIGHTS
- L4 WALL MOUNTED STEP LIGHTS
- L5 LOW VOLTAGE LANDSCAPE LIGHTING
- L6 UNDERWATER LIGHTS
- L7 36' HIGH BOLLARD LIGHTS
- L8 30' HIGH STRING LIGHTS MOUNTED BETWEEN PODIUM FACE AND SHADE STRUCTURE

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PHASE 1
LIGHTING PLAN

A-8

ATTACHMENT A

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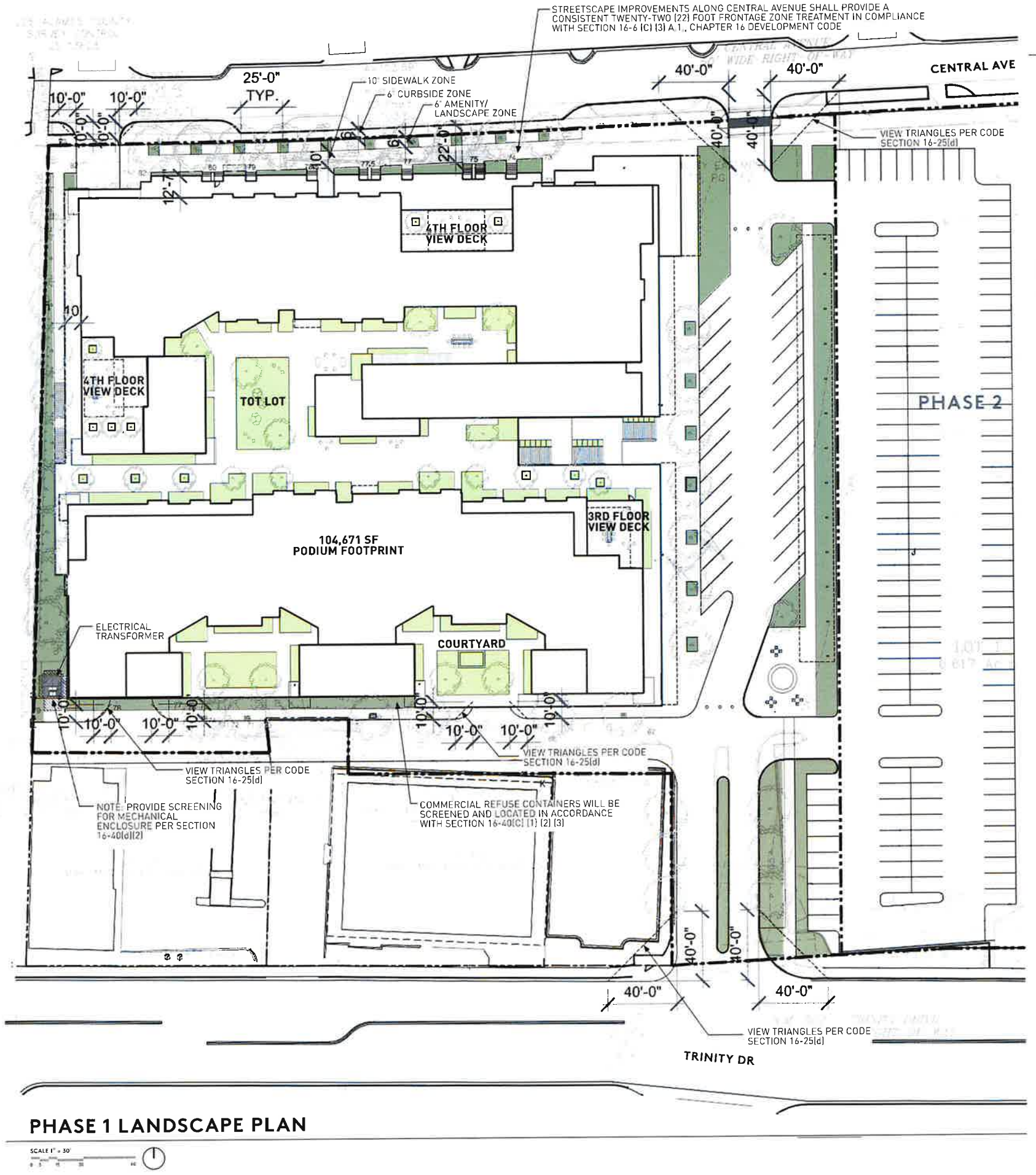

PHASE 1 LANDSCAPE PLAN

SCALE 1" = 30'

LANDSCAPE NARRATIVE

Please see Project Summary sheet for proposed landscape area and compliance with minimum landscape areas as listed in Chapter 16, section 16-39(a)

All landscaping and irrigation systems will comply with the requirements listed in Division 4 (Landscaping and Screening) of Chapter 16 Development Code

Landscape design shall employ the use of native and low water-use species as regionally appropriate and sustainable for the specific site, per section 16-36.

Planting shall require minimal maintenance techniques to conserve water resources and reduce labor.

Landscaping shall mitigate the urban heat island effect by providing shade and reducing heat and glare off buildings and paving surfaces, per section 16-36.

Landscape design shall buffer road and neighborhood noise where appropriate, per section 16-36.

The landscape design shall positively contribute to the processes of air purification, oxygen regeneration, groundwater recharge, and stormwater runoff retention. The landscaping shall also be designed to retain soil moisture and prevent erosion while minimizing air and water pollution impacts, per section 16-36.

The landscape shall enhance the appearance of the development and protect investment capital and property values, per section 16-36.

Trees and other plant materials selected shall emphasize native or regionally adapted materials and water conservation practices, taking into consideration site specific constraints including water demand, drought tolerance, appropriateness of native and naturalized species, and geological and topographical conditions, per section 16-36(b).

Protect and preserve existing native plant species and natural areas where appropriate, per section 16-36(b)(1)(b).

The landscape design should use a variety and mixture of plant materials to avoid destruction of singular species through blight and/or plant disease, per section 16-36(b)(1)(b).

Streetscape Design on Central Avenue to follow a continuous frontage of 22'-0" min. per the Development Code, Chapter 16, Section 16-6 (c)(3)a.1.

Street trees along Central Avenue shall be provided at a minimum of 25 feet on center on average when mature.

Plant materials in a sight visibility triangle shall be selected and maintained to ensure there is no appreciable obstruction to vision within the clear zone, per the Development Code, Chapter 16, Section 16-25(d)

MEP equipment at ground level (transformer) to be screened per the Development Code, Chapter 16, Section 16-40(d)(2)

Plant sizes at installation shall be as follows:
Plant sizes shall meet or exceed requirements listed per Chapter 16 Development Code, section 16-39(b)(3) and Table 35.

Deciduous trees: 2-inch minimum caliper trunk.
Multi-trunk trees: minimum of 3 trunks with a 1-inch minimum caliper per trunk.
Evergreen trees: 15-gallon size minimum, 2-inch minimum caliper trunk.
Shrubs: 5-gallon size minimum
Ground Cover: 1 gallon-size minimum.
Vines: 5 gallon-size minimum.

Irrigation system shall meet or exceed requirements listed per Chapter 16 Development Code, section 16-39(c). The irrigation system shall consist of subsurface drip tubing lines with an efficiency projected to be between 85% and 90%. The drip tubing is served by an automatic control valve with a large capacity drip filter and an inline pressure regulator. The drip tubing systems shall be zoned onto valves that reflect plantings of similar water requirements and solar exposure. Trees shall be zoned on a separate valve and utilize a root watering system.

The irrigation control system shall be "smart" weather-based with an automatic adjustment feature. The irrigation system shall be programmed to provide a precise amount of water required by the plants. The "smart" controller uses automatic, daily downloads of evapotranspiration data to automatically adjust the controller schedule. In addition, rain gauges will be provided that will shut off the irrigation system if rain is detected. These systems have been proven to save 30% to 40% of water over conventional control systems. The controller shall be programmed per the manufacturer's recommendations including initial programming, high and low flow shut off points, and specific valve data from the irrigation system. If the controller is located on the exterior of the building it shall be housed in a weatherproof enclosure.

The irrigation system shall be on its own meter or sub-metered separately from a potable water supply to determine actual irrigation usage. A flow sensor and master valve shall be incorporated into the design to reduce water waste due to any potential leaking irrigation components. The flow sensor also allows the manager to track

LEGEND

NOTE: SEE SHEET A-17 FOR OPEN SPACE AND LANDSCAPING QUANTITY INFORMATION

GROUND LEVEL LANDSCAPING

PODIUM LEVEL LANDSCAPING

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PROJECT
LOS ALAMOS CENTER
PHASE 1 MASTERPLAN
759 CENTRAL AVE
LOS ALAMOS, NM 87544

REVISIONS

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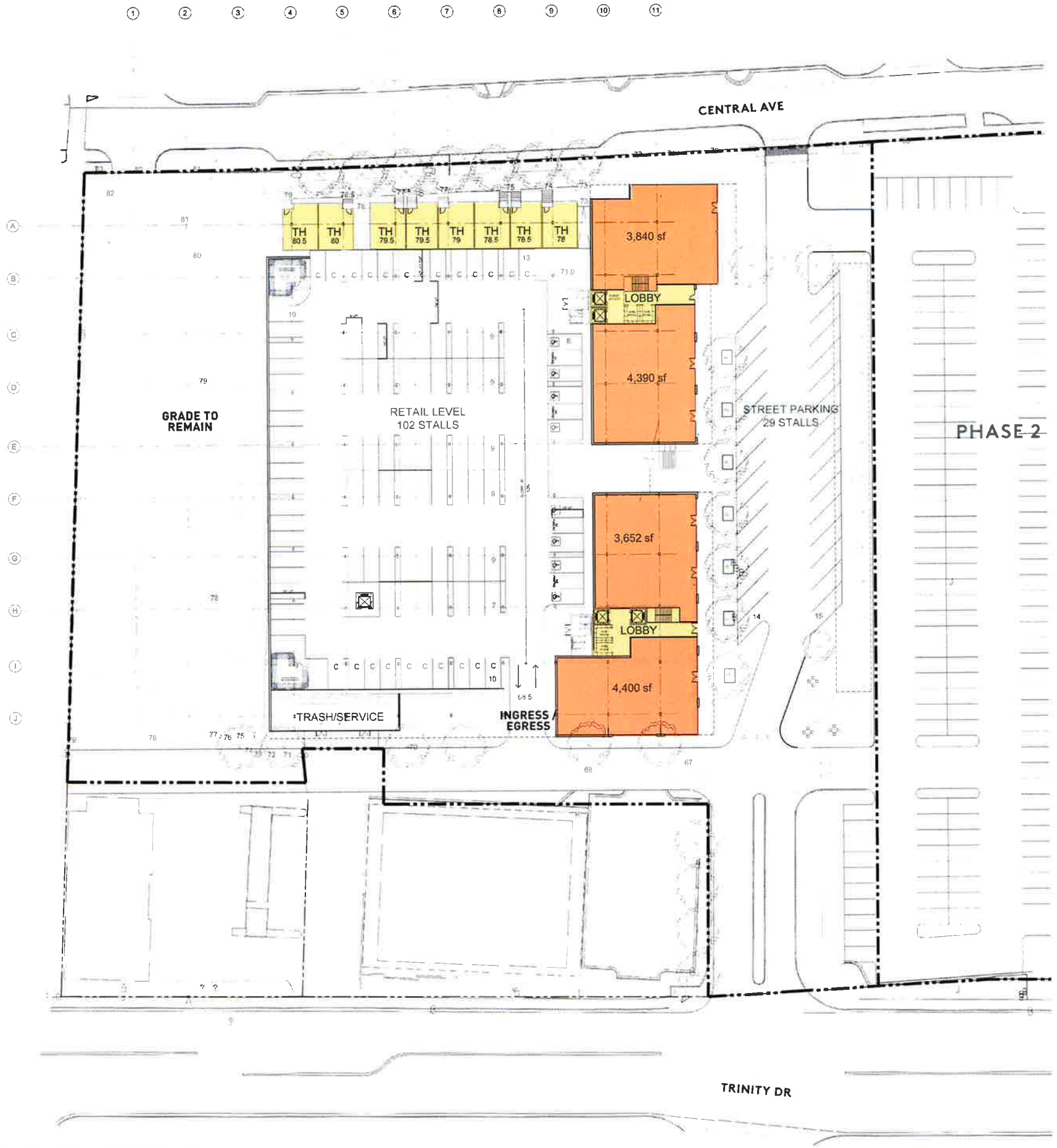
PHASE 1 LANDSCAPE PLAN

A-9

ATTACHMENT A

EXHIBIT 2



PHASE 1 LEVEL 1 - RETAIL LEVEL

SCALE 1" = 30'

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PHASE 1
LEVEL1
RETAIL LEVEL

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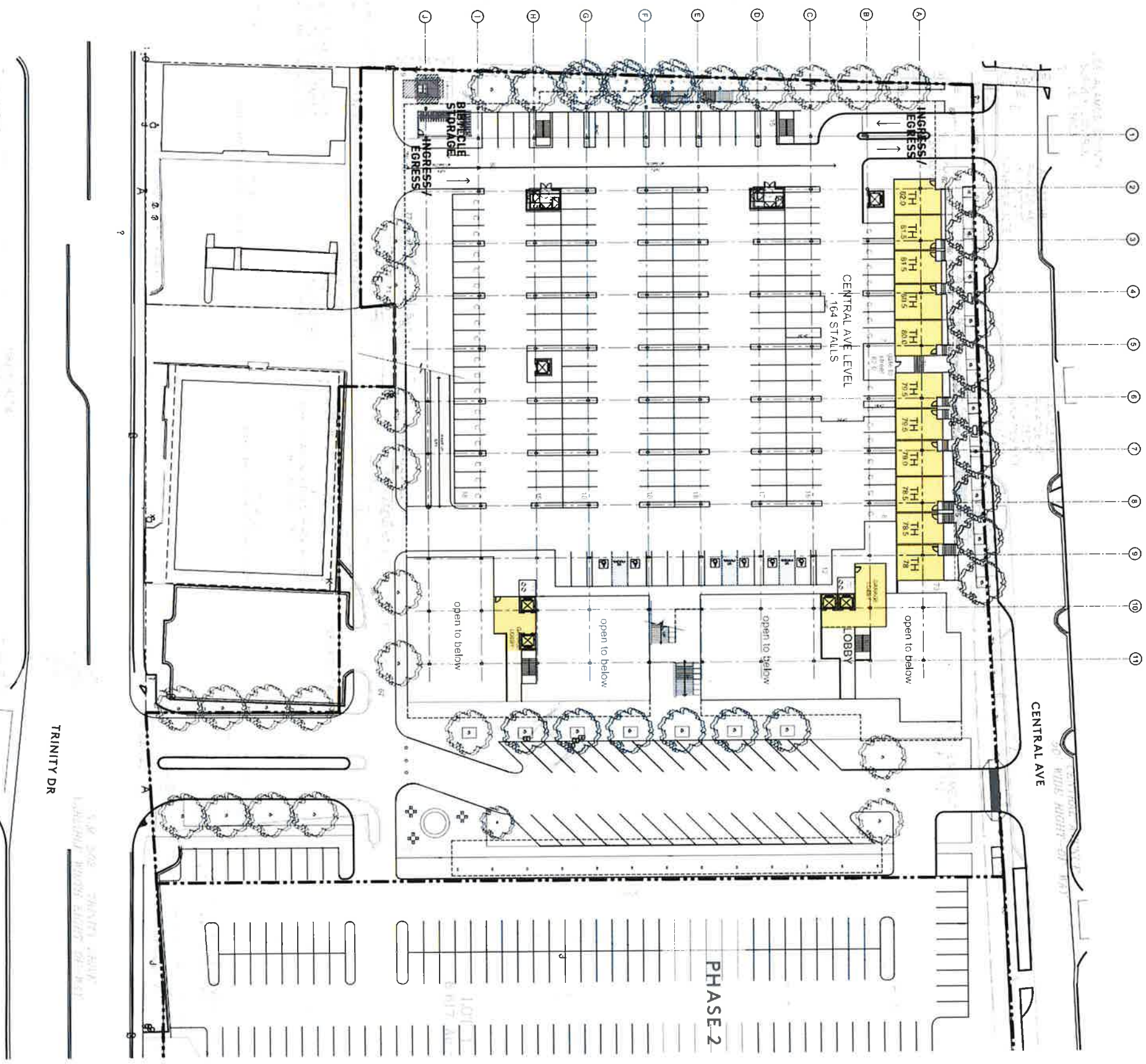
ATTACHMENT A

EXHIBIT 2



PHASE 1 LEVEL 2 - CENTRAL AVE LEVEL

SCALE 1" = 30'

PHASE 1
LEVEL 2
CENTRAL AVE
LEVEL

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PROJECT
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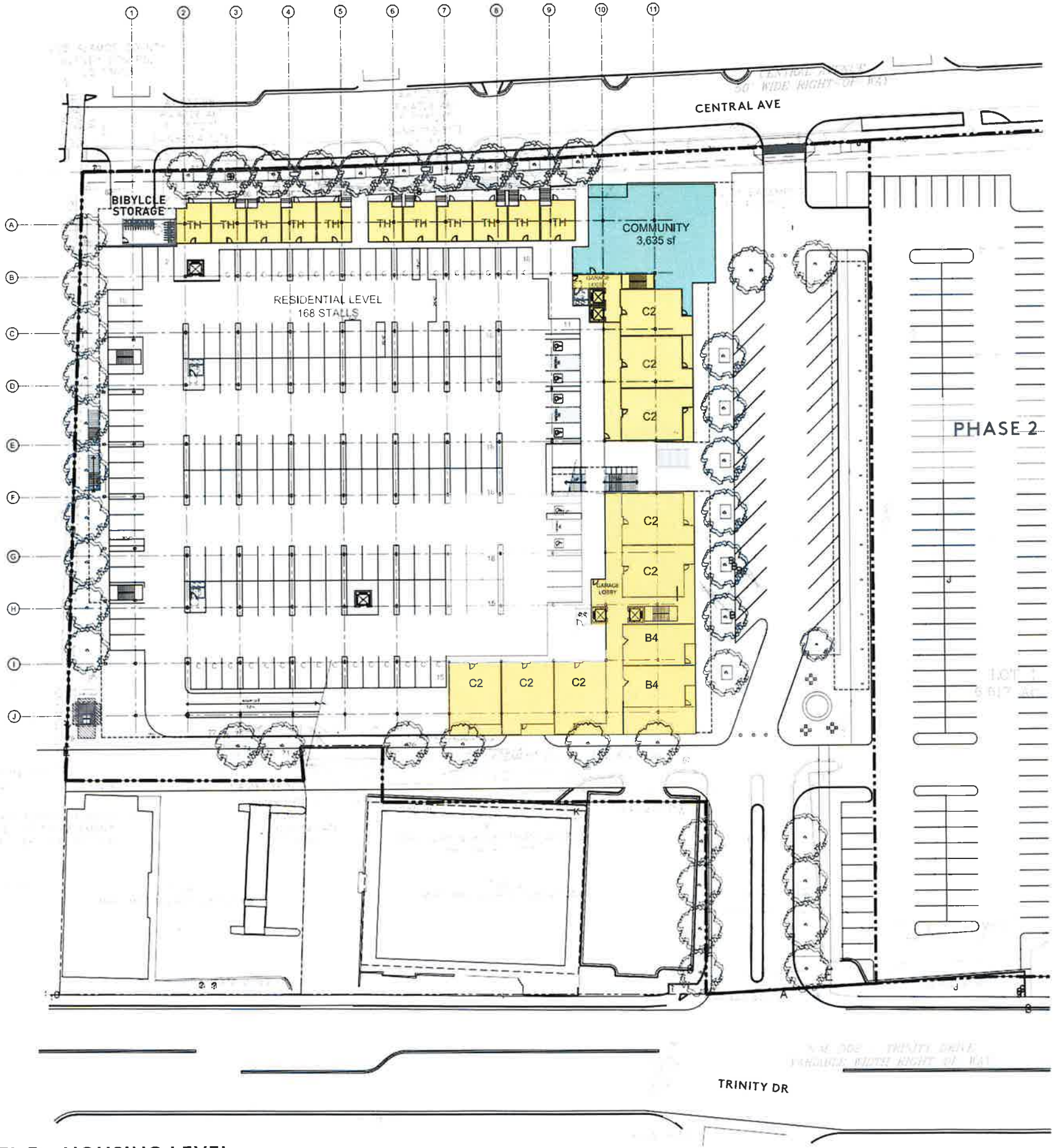
ATTACHMENT A

EXHIBIT 2



PHASE 1 LEVEL 3 - HOUSING LEVEL

SCALE 1" = 30'

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PHASE 1
LEVEL 3
HOUSING LEVEL

A-12

ATTACHMENT A

EXHIBIT 2

PHASE 1 LEVEL 4 - PODIUM LEVEL / TYPICAL HOUSING LEVEL

SCALE 1" = 30'

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PHASE 1
LEVEL 4
PODIUM LEVEL

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ATTACHMENT A

EXHIBIT 2

PHASE 1 LEVEL 4 - PODIUM LEVEL / TYPICAL HOUSING LEVEL

SCALE 1" = 30'
0 5 15 30 60

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PHASE 1
LEVEL 4
PODIUM LEVEL

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ATTACHMENT A

EXHIBIT 2

EAST ELEVATION - FACING STREET PARKING

SCALE 1" = 16'-0"

0 8 16 32 64

NORTH ELEVATION - FACING CENTRAL AVE

SCALE 1" = 16'-0"

0 8 16 32 64

NOTE: TREES ALONG CENTRAL AVE ARE NOT SHOWN FOR CLARITY

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EAST AND NORTH ELEVATIONS

A-14

ATTACHMENT A

EXHIBIT 2

WEST ELEVATION

SCALE 1" = 16'-0"

0 8 16 32 64

SOUTH ELEVATION - FACING TRINITY DRIVE

SCALE 1" = 16'-0"

0 8 16 32 64

WEST AND SOUTH ELEVATIONS

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PROJECT NUMBER: 22-176

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PROJECT

LOS ALAMOS CENTER PHASE 1 MASTERPLAN

759 CENTRAL AVE
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ATTACHMENT A

EXHIBIT 2

VIEW MAIN STREET

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VIEW FROM MAIN ST

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ATTACHMENT A

EXHIBIT 2

VIEW FROM CENTRAL AVE

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VIEW FROM CENTRAL AVE

A-17

ATTACHMENT A

EXHIBIT 2

PARKING SUMMARY

RESIDENTIAL							
	Studio	53	x	1 stall per unit	=	53 spaces	
	1 Bedroom	196	x	1 stall per unit	=	196 spaces	
	2 Bedroom	62	x	1.5 stalls per unit	=	93 spaces	
	Townhouse	11	x	1 stall per unit	=	11 spaces	Required off-street parking requirements as provided in accordance with Table 27, section 16-28(c) Minimum Off-Street Parking Requirements of County of Los Alamos Code Ordinance 02-333.
	Guest parking	322	x	1 for each 10 units	=	33 spaces	
	TOTAL REQUIRED RESIDENTIAL PARKING					386 spaces	
COMMERCIAL							
	Retail Sales		5 spaces per 1000 sf	8,042 sf	=	40	
	Resturant or Bar		10 spaces per 1000 sf	8,240 sf	=	82	
	TOTAL REQUIRED COMMERCIAL PARKING					123 spaces	
SUBTOTAL OF REQUIRED PARKING SPACES (prior to allowed reductions)						509 spaces	
COMMERCIAL PARKING REDUCTION (No reduction applied to required residential parking)							Per sections16-6-(c)(3)d and 16-30(a) of County of Los Alamos Code Ordinance 02-333, required off-street parking shall be provided at 50% the amount required in Table 27 of the Off-Street Parking, Loading and Queuing Section. Per secion 16-30(b) additional parking reductions may be granted for proximity to transit and provisions for bicycle infrastructure.
TOTAL ALLOWED PARKING REDUCTION:			60% of 123 spaces		=	74 spaces	
50% reduction for retail sales and bar and restaurant in DTLA							
10% reduction for bicycle infrastructure and proximity to transit							
TOTAL REQUIRED VEHICULAR PARKING						435 spaces	
PROPOSED VEHICULAR PARKING							
TOTAL PROPOSED RESIDENTIAL PARKING						386 spaces	stall dimensions, drive aisle and compact stall allowance per Table 32, section 16-33.
TOTAL PROPOSED COMMERCIAL PARKING						77 spaces	
STANDARD STALLS						356 spaces	76.89%
COMPACT STALLS						87 spaces	18.79%
ACCESSIBLE STALLS						20 spaces	4.32%
TOTAL PROPOSED VEHICULAR PARKING						463 spaces	
REQUIRED BICYCLE PARKING							
MIXED-USE	(14 spaces for each 100 or more vehicular parking stalls required)						
	435 stalls / 100 x 14 =					60.9 bicycle spaces	Required bicycle parking for mixed-use developments per Table 31 of section 16-32.
TOTAL REQUIRED BICYCLE PARKING SPACES						61 bicycle spaces	
BICYCLE PARKING PROVIDED							
RESIDENTIAL	(1.0 space for every five dwelling units)						
	322 dwelling units / 5 =					64.4 bicycle spaces	
	TOTAL RESIDENTIAL BICYCLE SPACES					90 bicycle spaces	
COMMERCIAL	(1.0 spaces for each 5,000 sf of building area)						
	16,282 sf / 5000 =					3.3 bicycle spaces	
	TOTAL COMMERCIAL BICYCLE SPACES					4 bicycle spaces	
TOTAL BICYCLE PARKING SPACES PROVIDED						94 bicycle spaces	

OPEN SPACE

RESIDENTIAL	net site area	=	71,544 sf	Section 16-15(e) DWELLING, MULTIPLE FAMILY 1. A minimum common open space of 10 percent of the net site area shall be designated and permanently reserved as usable open space. DTLA 16-6(c)(3)g. OPEN SPACE: 1. Required common residential open spaces for any residential uses as required in Section 16-15 may be reduced by 50 percent.
	10% of lot net site area*		7,154 sf	
	50% DTLA Open Space reduction	=	3,577 sf	
	* net site area is defined as the square footage of the entire lot to be developed minus the square footage of any structures and parking.			
	TOTAL REQUIRED RESIDENTIAL OPEN SPACE		3,577 sf	
PROPOSED OPEN SPACE				
RESIDENTIAL	Podium level central courtyard		19,532 sf	
	Podium level amenity building		2,125 sf	
	Podium level south courtyards		6,762 sf	
	Roof level terraces (749 sf of occupiable space x 3 decks)		2,247 sf	
	Private Open Space (all units except A studio units)		22,050 sf	
	TOTAL PROPOSED RESIDENTIAL OPEN SPACE		52,716 sf	
COMMERCIAL	Public ground floor open space		5,500 sf	
	TOTAL PROPOSED COMMERCIAL OPEN SPACE		5,500 sf	
REQUIRED LANDSCAPING				
NET SITE AREA		=	71,544 sf	per section 16-39(a), a minimum of 10 percent of the net site area shall be landscaped. The net site area is defined as the square footage of the entire lot to be developed minus the square footage of any structures.
GROUND FLOOR	10 % of net site area required	=	7,154 sf	
PROPOSED LANDSCAPING				
GROUND FLOOR	20% of net site area provided	=	14,399 sf	

ZONING SUMMARY

ZONE	Downtown Los Alamos Zone District (DTLA)			
LOT AREA	176,215 sf 4.05 acres			
PROPOSED CONSTRUCTION TYPE	5 levels of TYPE 3 over 3 levels of TYPE 1			
PROPOSED STORIES	8 stories			
	ALLOWED	**EXISTING**	**PROPOSED**	**NOTES**
SETBACKS				
Central Avenue	0'-0"	24' 6" to 43'-4"	16'-0" to 18'-6" (to create 22' wide sidewalk along Central)	DTLA Table 16 of section 16-6(c) for Required Building Setbacks and requirements. Per section 16-6(c)(3)a Streetscape Design: any streetscape improvements along Central Avenue shall, to the maximum extent feasible, provide a consistent 22-foot frontage zone treatment to ensure a cohesive Main Street streetscape treatment.
West property line	0'-0"	8" to 2'-6"	10'-0" to 19'-8"	
South property line	0'-0"	5'-9" to 62'-10"	31'-0" to 39'-0" (to retain existing access road)	
RESIDENTIAL UNITS	-	-	322 dwelling units	
BUILDING HEIGHT	86 ft.	20 ft. (approx.)	82 ft. maxium	DTLA Dimensional Standards Table 16 for Building Height and Lot Coverage.
BUILDING FOOTPRINT	176,215 sf	33,524 sf	104,671 sf	DTLA Table 16 of section 16-6(c): Density is regulated through lot coverage.
LOT COVERAGE	100% (176,215 sf)	19%	59%	
NET SITE AREA (sf)	176,215 minus 104,671 =	71,544		Applies to Open Space and Landscaping reqmts.

PROPOSED BUILDING AREA SUMMARY

LEVEL	DESCRIPTION	GROSS AREA
1	Retail	16,282 sf
1	Residential (lobbies)	1,735 sf
2	Residential (level 1 townhomes)	6,580 sf
3	Residential (level 2 townhomes and flats)	18,440 sf
3	Community	3,635 sf
4 (podium)	Residential	63,812 sf
4 (podium)	Community Room	2,125 sf
5	Residential	66,039 sf
6	Residential	66,039 sf
7	Residential	55,977 sf
8	Residential	48,697 sf
TOTAL PROPOSED BUILDING AREA		349,361 sf

PROPOSED BUILDING AREA SUMMARY

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TOTAL PROPOSED BUILDING AREA		349,361 sf

PROGRAM SUMMARY

RESIDENTIAL UNIT SUMMARY

PLAN	DESCRIPTION		QNTY.		GROSS AREA	GROSS AREA SUBTOTAL
A	studio (standard)	flat	28	8.7%	481 sf	31,843 sf
A1	studio (inside corner)	flat	25	7.8%	735 Sf	
TOTAL STUDIOS			53	16.5%		
B	1 Bdrm + 1 Bath (standard)	flat	112	34.8%	715 sf	144,081 sf
B1	1 Bdrm + 1 Bath (shallow)	flat	47	14.6%	738 sf	
B2	1 Bdrm + 1 Bath (inside corner)	flat	25	7.8%	835 sf	
B3	1 Bdrm - 1 Bath (narrow)	flat	10	3.1%	668 sf	
B4	1 Bdrm + 1 Bath (garage podium)		2	0.6%	880 sf	
TOTAL 1 BEDROOMS			196	60.9%		
C	2 Bdrm + 2 Bath (outside corner)	flat	42	13.0%	945 sf	61,018 sf
C1	2 Bdrm + 2 Bath (in line)	flat	12	3.7%	1,058 sf	
C2	2 Bdrm + 2 Bath (garage podium)	flat	8	2.5%	1,079 sf	
TOTAL 2 BEDROOMS			62	19.3%		
TH	Townhome	loft	11	3.4%	975 sf	10,725 sf
TOTAL TOWNHOMES			11			
RESIDENTIAL TOTAL			322	dwelling units		247,667 sf

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PROJECT
LOS ALAMOS CENTER
PHASE 1 MASTERPLAN
759 CENTRAL AVE
LOS ALAMOS, NM 87544

REVISIONS

#	ISSUE	DATE

PROJECT NUMBER: 22-176

PROJECT SUMMARY

A-18

ATTACHMENT A

LOS ALAMOS
Community Development—Planning
1000 Central Ave, Suite 150
Los Alamos, NM 87544
505.662.8120
planning@lacnm.us

INTERDEPARTMENTAL REVIEW COMMITTEE

Meeting Minutes
Thursday, February 9, 2023
10 AM

Attending:
Sobia Sayeda, Planning Manager
James Alarid, DPU Deputy Manager
Stephen Mares, Electrical Engineering Manager
James Pepe, Fire Marshal
Eric Ulibarri, County Engineer
Keith Wilson, PW Project Manager
Anita Barela, Associate Planner
Desirae J. Lujan, Associate Planner
Katie Thwaits, Deputy County Attorney
Kristi Beguin, N3B (virtual attendance)

Katie Thwaits, Deputy County Attorney, provided information on IDRC's role in development. She suggested that when discussing a case, they should state, "at this stage, I believe all criteria have been met."

1. *Greg Gonzales, dba Columbus Capital, is requesting Site Plan approval to develop a 350,000 Sq. Ft. multi-story mixed-use building utilizing portion of an existing parking lot located at 535 Central Avenue, Los Alamos, NM. The property, MMV 001, is within the Downtown Los Alamos District (DTLA).*

Eric Ulibarri, Los Alamos County Engineer, Public Works, said a Traffic Impact Analysis is required. He believes that at this stage they are not ready to move forward because the drainage plan needs more detail than what was provided. He will provide in writing to CDD what he is looking for in a drainage plan.

Steven Marez, Electrical Engineering Manager; Department of Public Utilities, said that the capacity on Central Ave. is adequate, but they will need to relocate some of the electrics and that is not shown in the plans. The submitted plans did not reflect most recent comments about what types of service they will require for the proposed units so the submitted electrical plans do not have enough information. It's important to know what will be required for the project because of the lead time when ordering the necessary equipment and products if they intend to build next year.

James Pepe, Fire Marshal's office, said that the access and available water are adequate as shown as of today.

Eric Ulibarri moved that the applicant resubmit the application with comments addressed by Public Works and Department of Utilities:

1. Traffic Impact Analysis;

2. Drainage Analysis;
3. Electric capacity not addressed on electrical sheets; what type of service will they require.

Motion carried unanimously.

2. *Dekker/Perich/Sabatini on behalf of Transcor Development Inc., is requesting Site Plan approval for a mixed-use development that proposes 153,356 sq.ft. of residential apartments (160 d.u.), 9,364 sq.ft. of indoor resident amenity space and 6,159 sq.ft. of commercial space. The properties, Tracts Q1 and Q2, Eastern Area 3, are respectively addressed as 2100 and 2202 Canyon Road, Los Alamos, NM, and are within the Mixed-Use (MU) zoning district.*

   In Associate Planner Desirae J. Lujan's presentation, she noted that a Traffic Impact Analysis (TIA) was not submitted as requested.

   Keith Wilson, Project Manager with Public Works, said that an Urban Trail connection from one side of Canyon Road to the other is not shown adequately on the submitted drawings. The driveway and pedestrian connections do not line up as shown in their drawings. Eric Ulibarri said he would be able to provide traffic counts to the developer for their use in their TIA. Most of Public Works' concerns were with ingress and egress and the Urban Trail, which would be addressed in a TIA.

   Steve Marez, Department of Public Utilities (DPU), said that the electric for this project is adequate. But they also need to provide the information to DPU if the development will be all electric and where the transformers will be located.

   Eric Ulibarri, County Engineer, said that drainage needs to be addressed and dumpster access for pedestrians needs to be shown.

   James Pepe, Fire Marshal's office, said that the access and available water are adequate as of today.

   Eric Ulibarri moved to postpone the application from moving on to Planning and Zoning Commission until a Traffic Impact Analysis could be submitted and reviewed by the County Engineer. The motion was amended by James Alarid to include additional information that will be required for utilities.
   Motion carried unanimously.

3. *SIT-2023-0062. Marcus Hall, on behalf of Secret City Parking, is requesting Site Plan approval for the construction of a parking lot at 3292 Trinity Drive. The property, Tract RM, within Eastern Area 3, is zoned Professional-Office (P-O).*

   Steven Marez, Department of Public Utilities, said as of today, the electric plan that was presented was adequate.

   Eric Ulibarri, County Engineer, said that they will need a curb cut permit which will need to be issued by the Department of Transportation.

   James Alarid moved to approve the Site Plan application to move forward as submitted to the Planning and Zoning meeting scheduled for March 8, 2023. Eric Ulibarri seconded.
   Motion carried unanimously.

EXHIBIT 4

MERI MAC REDEVELOPMENT

TRAFFIC IMPACT ANALYSIS

FINAL SUBMITTAL | APRIL 18, 2023

Bohannan Huston

ATTACHMENT A

MERI MAC REDEVELOPMENT

TRAFFIC IMPACT ANALYSIS

FINAL SUBMITTAL

Date:

APRIL 18, 2023

Prepared by:

Bohannan Huston, Inc.
7500 Jefferson St NE
Courtyard Two
Albuquerque, NM 87109

Prepared for:

Columbus Capital
Mr. Greg Gonzales
810 W. San Mateo, Suite 200
Santa Fe, NM 87505

04-18-2023

Carl D. Vermillion, PE, PTOE, RSP1 **Date**

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FIGURES

TABLES

APPENDICES

I. INTRODUCTION AND SUMMARY

Columbus Capital is proposing to redevelop an area in the Los Alamos County Townsite that is approximately 8.8 acre tract, situated north of Trinity Drive, South of Central Avenue and east of Knecht Street. The proposed development will include 322 multi-family residential dwellings and 16,282 square feet of retail area on the ground floor. This development will be an 8 story building with the retail area on the ground floor, a parking garage on the first 3 floors and residential units on the top 5 floors.

A. STUDY PURPOSE

The purpose of the traffic study is to determine the impacts of the proposed development on the surrounding roadway network, evaluate the operation of the proposed site entrances, and to recommend any mitigation measures that may be necessary to support additional traffic generated by the new development.

A traffic scoping meeting with the New Mexico Department of Transportation (NMDOT) and Los Alamos County was held on January 23, 2023. In this meeting determination of the scope of this traffic impact analysis was discussed and decisions on the study area and study complexity were determined. This traffic impact analysis will be prepared and documented using format presented in the NMDOT State Access Management Manual (SAMM) dated September 2001.

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site is located north of Trinity Drive, South of Central Avenue and east of Knecht Street in Los Alamos, New Mexico. A vicinity map is shown in Figure 1, and the proposed site plan of the future development is shown in Figure 2.

The study area consists of the following intersections:

- Trinity Drive, Central Ave, and 4th Street (existing roundabout intersection)
- Trinity Drive and DP Road(existing 1-way stop controlled intersection)
- Trinity Drive and 7th Street (existing signalized intersection)
- Trinity Drive and Knecht (existing signalized intersection)
- Trinity Drive and 15th Street (existing signalized intersection)
- Central Ave and 15 Street (existing signalized intersection)
- Central Ave and Knecht Street/10th Street (existing 2-way stop controlled intersection)

- Central Ave and 9th Street (existing 1-way stop controlled intersection and future site access)
- Central and 6th Street (existing 1-way stop controlled intersection and future site access)
- Central and Future site access (future site access)
- Knecht and Alley access (existing 1-way stop controlled intersection and existing site access)

The intersection evaluations include analysis for the AM, Midday and PM peak hours for the following traffic conditions:

- Existing traffic (2023)
- 2025 Completion Year without the proposed site development (2025 No Build)
- 2025 Completion Year with the proposed site development (2025 Build)
- 2035 Horizon Year without the proposed site development (2035 No Build)
- 2035 Horizon Year with the proposed site development (2035 Build)

2. PRINCIPAL FINDINGS

The traffic analysis found that all intersections, except for the unsignalized intersection of Trinity & DP Road, operate acceptably overall in the Existing, 2025 No Build, 2025 Build, 2035 Horizon Year No Build, and 2035 Horizon Year Build conditions. The Trinity & DP Road intersection one-stage intersection analysis shows operations with the northbound approach as LOS D in the PM peak hour in existing condition and degrades to LOS E for this movement by the 2025 No Build condition and degrading to LOS F in the horizon year in the PM peak hour. Since this intersection doesn't work well in the No build scenario, this issue is not caused by the new development. Instead it is being caused by the background growth of DP Road. Unfortunately, as new developments are constructed on DP Road this serviceability will continue to degrade.

The intersection was also analyzed as a two-stage turning movement in the PM peak hour as there is adequate median space for vehicle storage to consider this movement. The two-stage movement for this intersection indicates that if vehicles do this action, the intersection will operate at an acceptable LOS D in the PM peak hour.

A third alternative in the PM peak hour requiring all northbound vehicles to turn right at this intersection and utilize the roundabout to access westbound Trinity was analyzed. Results for all analysis periods resulted in the intersection operating at an acceptable LOS C in the PM peak hour. Since this movement occurs in the No build analysis

Since the development is not the root cause of this issue, Los Alamos County should consider the alternatives and make changes to the intersection prior to more development being allowed on DP Road.

Intersection spacing along Trinity Drive was verified and the partial access point west of the Trinity and 7th Street intersection should be changed to allow a right-in and right out but eliminate the left turning lane at this location to adequately address storage needs at the Trinity and 7th Street intersection.

Due to the increase in southbound right turning vehicles at the Trinity Drive and 7th Street intersection, a leading pedestrian interval should be implemented for safer pedestrian movements at the intersection.

3. RECOMMENDATIONS

- Extend the eastbound left turning storage length to 175 feet and modify the median to eliminate the left turning lane for the access point west of the intersection of Trinity Drive and 7th Street
- At the intersection of Central Avenue and 9th Street/ proposed access, the parking structure should be set back at least 10 feet from the sidewalk or be constructed to not block visibility for an exiting vehicle.
- Implement a leading pedestrian interval for the north/south crosswalks at the intersection of Trinity Drive and 7th Avenue. This should be coordinated with Los Alamos County staff to implement this timing change.
- Build access points along Central at the existing intersection of 9th Street and Central Avenue and between Iris Street and 6th Street. These access points shall maximize sight distance for exiting vehicles.
- Remove existing access point on Central between 9th Street and Iris Street, and the existing access point between Iris Street and 6th Street. The existing access point east of 6th Street will remain since no development activity is occurring at this existing building.
- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and the Los Alamos County requirements.

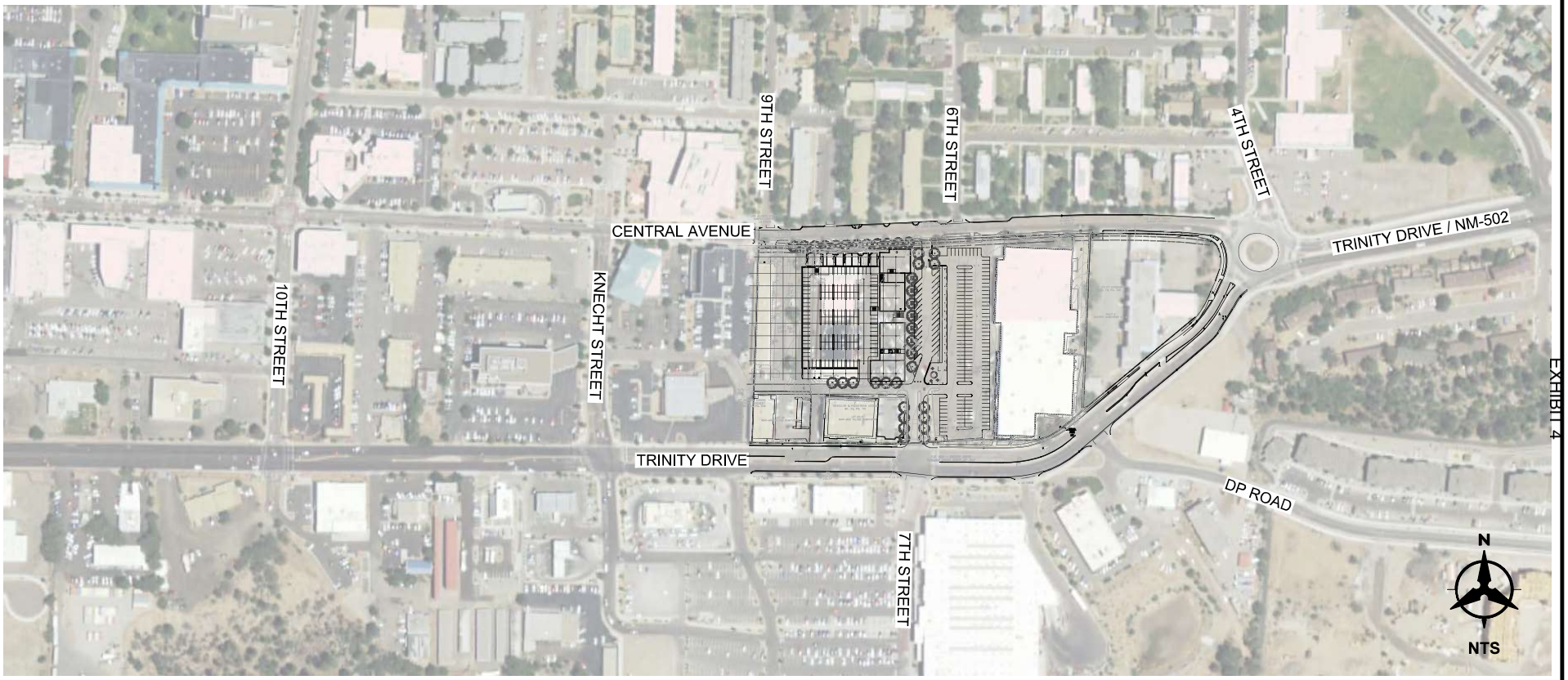

EXHIBIT 4

ATTACHMENT A

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MERI MAC DEVELOPMENT
LOS ALAMOS, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP

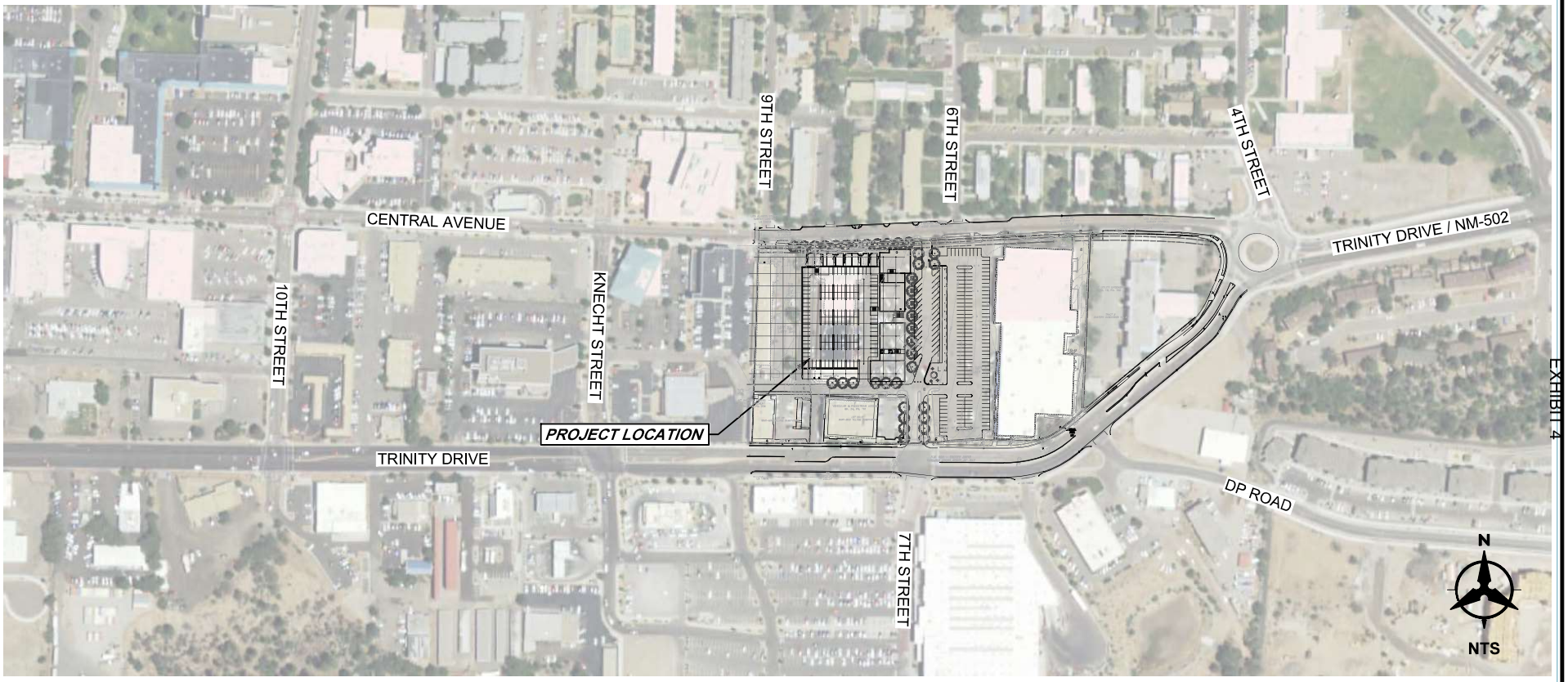

EXHIBIT 4

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MERI MAC DEVELOPMENT
LOS ALAMOS, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 2
SITE PLAN

II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The existing site lies within the Los Alamos County jurisdiction. The development is bordered by primarily developed land which consists of mainly retail establishments and office buildings. The development is bordered to the south by Trinity Drive and to the north by Central Avenue. The proposed development includes 300 units of multi-family residential apartments and 20,000 gross floor area of retail on the ground floor. The development will also consist of a parking garage on site. The site will reside on an approximately 8.8 acre tract.

B. DEVELOPMENT PHASING AND TIMING

The project is expected to be developed in one phase with an anticipated completion year of 2025.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the following intersections:

- Trinity Drive, Central Ave, and 4th Street (existing roundabout intersection)
- Trinity Drive and DP Road (existing 1-way stop controlled intersection)
- Trinity Drive and 7th Street (existing signalized intersection)
- Trinity Drive and Knecht (existing signalized intersection)
- Trinity Drive and 15th Street (existing signalized intersection)
- Central Ave and 15 Street (existing signalized intersection)
- Central Ave and Knecht Street/10th Street (existing 2-way stop controlled intersection)
- Central Ave and 9th Street (existing 1-way stop controlled intersection and future site access)
- Central and 6th Street (existing 1-way stop controlled intersection and future site access)
- Central and Future site access (future site access)
- Knecht and Alley access (existing 1-way stop controlled intersection and existing site access)

B. SITE ACCESSIBILITY

The development will have access via four driveways onto public roadways around the site. Two driveways to connect to Central Avenue, one driveway that is an existing alleyway connecting to Knecht, and one driveway that will connect to the north leg of the existing signalized intersection at Trinity Drive and 7th Street.

The primary routes to the site are anticipated to be mainly using Trinity Drive to and from the west.

Existing access points along Central Avenue will be removed in lue of these new proposed access points. This includes the existing access point on Central between 9th Street and Iris Street, and the existing access point between Iris Street and 6th Street. The existing access point east of 6th Street will remain since no development activity is occurring at this existing building.

C. DATA SOURCES

The data used in this report consist of the traffic volumes described below, aerial photography and mapping from Google Earth®, as well as crash information provided by the NMDOT.

IV. EXISTING CONDITIONS ANALYSIS

A. BACKGROUND

The Los Alamos County Comprehensive Plan completed in 2016 outlines the classification of each roadway in the Los Alamos townsite. The Los Alamos townsite Functional Street Classification information is found in Appendix A. Roadways are subject to design guidance based on their functional classification, design speed, or based on Comprehensive Plan corridor designations.

1. ADJACENT ROADWAYS

The following are adjacent roadways:

- Trinity Drive (NM 502) is classified as a principal arterial with two lanes in each direction with intersections along the roadway including left turn lanes in either direction. Trinity Drive also includes raised medians separating eastbound and westbound travel ways. This roadway includes existing sidewalks on both sides of the road as well as designated crosswalks at the signalized intersections. Trinity Drive has a posted speed limit of 35 miles per hour (MPH). The width of existing asphalt on this roadway is approximately 60 feet.
- Central Avenue is classified as a minor arterial and includes one lane in each direction. The posted speed limit is 25 MPH. This roadway is undivided with on street parking between major blocks, and sidewalks on both sides of the road. Several midblock crosswalks are present in the study area that include pavement markings and signage. Central Avenue is also denoted as a priority I bicycle route as discussed in "Los Alamos County Public Works Bicycle Transportation Plan" Council Adopted June 27, 2017. Central Avenue includes sharrow pavement markings throughout the study area to create a more bicycle friendly environment. The existing drivable surface on this roadway is approximately 24 feet.
- Knecht Street is not classified based on the NMDOT classification and therefore is assumed to be a local roadway with one lane in each direction and a two-way left turn lane. The assumed speed limit is 25 MPH. Sidewalks are present on both sides of the roadway in the study area. The existing drivable surface on this roadway is approximately 35 feet.
- 15th Street is classified as a minor Collector roadway with one lane in each direction with a two-way left turn lane. The assumed speed limit is 25 MPH. Sidewalks are present on both sides of the roadway, bicycle lanes, and curb and gutter are present on the roadway. The existing drivable surface on this

roadway is approximately 38 feet which complies with Los Alamos County code.

- 7th Street is not classified and are assumed to be a local roadway since this roadway only connects to the shopping center to the south and this development to the north of Trinity Drive.
- 4th Street, 6th Street, 9th Street, 10th Street, and DP Road are all assumed to be local roadways with a speed limit of 25 MPH. Sidewalks and curb and gutter are present on the numbered streets as well as the south side of DP Road. There is also a sidewalk on the north side of DP Road for part of the roadway.

2. ADJACENT INTERSECTIONS

The following are adjacent intersections relevant to the project site:

- The existing roundabout of Trinity Drive, Central Ave, and 4th Street was completed in 2021. This roundabout has two lane approaches for the Trinity Drive (NM 502) legs and single approach lanes for the 4th Street and Central Avenue legs. Crosswalks are present on each of the approaches with pavement markings and signage making greater awareness for pedestrian crossings.
- Trinity Drive and DP Road is an existing intersection that is stop controlled on the DP Road leg and not controlled on the Trinity Drive legs of the intersection. A Short left turn lane is present for the westbound approach and a longer right turn lane is present for the eastbound approach which allows turning vehicles to clear the through lane and queue in an appropriate location waiting to turn. The westbound turn lane is approximately 50 feet in length and the eastbound turn lane is approximately 150 feet. The DP Road leg includes one lane exiting that all directions must use, which may cause excessive waiting as a left turning vehicle waits to enter the intersection.
- The intersection of Trinity Drive and 7th Street is an existing signalized intersection. Trinity Drive at this intersection has dedicated left turning lanes that allow a maximum storage of 110 feet eastbound and 160 feet westbound. The south leg of the intersection includes a maximum queue storage of 80 feet for both through/right and left turning vehicles. This signal operates as an uncoordinated signal and has a maximum cycle length of 90 seconds.
- The intersection of Trinity Drive and Knecht Street is an existing signalized intersection. Trinity Drive at this intersection again includes left turning lanes that extend for an available queue length of 115 feet in both westbound and eastbound directions. The southbound approach of the intersection includes a dedicated right, dedicated through, and dedicated left lanes. The

southbound left turning lane is approximately 50 feet and the southbound right turn lane is approximately 160 feet in length. The northbound approach of the intersection includes a dedicated left turn lane and a through/right lane. The northbound left turning lane extends through an entrance/exit to the existing shopping center. The available queue storage for this left turn lane was determined from the extent of striping for the lane minus the opening for the entrance/exit to the shopping center since queues will typically leave this area open for crossing movements. The signal at this intersection operates as an uncoordinated signal and has a maximum cycle length of 90 sections.

- The intersection of Trinity Drive and 15th Street is an existing signalized intersection. The eastbound dedicated left at this intersection is approximately 100 feet in length although a two-way left turn lane ends into this left turn lane. The westbound left turn lane is only 40 feet in length. The southbound approach includes through/right lane and a dedicated left turn lane which is approximately 150 feet in length. The left turn lane southbound transitions from a two way left turn lane. The northbound approach includes a dedicated left turn lane and a through/right lane. These lanes are approximately 50 feet in length. The signal at this intersection operates as an uncoordinated signal and has a maximum cycle length of 94 seconds.
- The intersection of Central Ave and 15 Street is an existing signalized intersection. The eastbound approach to this intersection includes a dedicated left, dedicated right, and dedicated through lane. The right and left turning lanes at this intersection have an available length of 80 feet. The westbound, northbound, and southbound legs include a dedicated left turn lane and through/right. The westbound and northbound dedicated left turn lanes have an available length of 85 feet and the southbound dedicated left turn lane includes 105 feet of available queueing length. This signal operates as an uncoordinated signal and has a maximum cycle length of 74 seconds.
- The intersection of Central Ave and Knecht Street/10th Street is an existing 2-way stop controlled intersection with 10th Street/Knecht being stop controlled and Central being free. There are no dedicated turning lanes on Central Avenue at this intersection and a dedicated left turn lane and through/right for both northbound and southbound approaches. The northbound dedicated left is approximately 95 feet in length and the southbound dedicated left is approximately 60 feet in length.
- The intersection of Central Ave and 9th Street is an existing stop controlled intersection with just the 9th Street leg being stop controlled. There are no dedicated lanes at this intersection and all turning movements occur in the existing lane. With the development, this intersection will be built out to a 4 legged intersection with the south leg being an entrance to the proposed parking garage.

- The intersection of Central Ave and 6th Street is an existing stop controlled intersection with just the 6th Street leg being stop controlled. There are no dedicated lanes at this intersection and all turning movements occur in the existing lane.
- The Knecht and Alley access intersection is an existing stop controlled intersection on the alley with Knecht being free. This intersection includes a two-way left turn lane on Knecht that allows southbound left turning vehicles to clear the through lane to turn. All other approaches are a single lane at this location.

3. MULTI-MODAL CONDITIONS

Los Alamos has lots of recreational trails that are located near the site including the La Mesa trail, the Los Alamos Canyon Trail, and the Aquatic center trail. Connections to these recreational trails are available via sidewalks for pedestrians or by utilizing an available bike route for bicycle traffic wishing to access the existing trails.

Central Avenue is a bicycle-oriented roadway that is denoted as a priority I bicycle route as documented in "Los Alamos County Public Works Bicycle Transportation Plan" Council Adopted June 27, 2017. Central Avenue is also designated an Existing shared use facility on the Los Alamos Bicycle and Pedestrian Routes dated June 19, 2017. The bicycle and pedestrian routes are shown in Appendix A. This roadway includes sharrow pavement markings placed every 250 feet on the roadway which help increase the awareness of the possible presence of bicycles along the roadway. Designated bicycle lanes on Central Avenue are present west of Oppenheimer Drive.

As this site is in the downtown area of Los Alamos, walking is a popular way to get to employment locations, retail or restaurants as is designated in the vision of downtown Los Alamos. Sidewalks are present on nearly all roadways within the study area and the development will also include sidewalks to navigate the site.

The Atomic City Transit public bus system provides transportation to the major community stops in Los Alamos and White Rock with 12 routes available to the public to use. There are Atomic City Transit stops within the study area located at Trinity & Smith's marketplace at 7th Street, at Central and 15th Street, and at Central and 6th Street. Several of these listed stops are utilized by 9 of the available bus routes. As a conservative approach for this traffic study, there will be no reduction or adjustment in trip generation rates due to alternative modes of travel.

B. EXISTING TRAFFIC CONDITIONS

Traffic counts for the intersections analyzed in the study area were collected by Cleland Counts from February 28, 2023 to March 9, 2023 while school was in session. The counts included 6-hour turning movement counts from 7AM to 9AM, 11 AM to 1

PM and 4 PM to 6 PM. These traffic counts documented an AM peak hour generally beginning at 7:45 AM, a noon day peak hour generally starting at 11:45 AM, and a PM peak hour generally starting at 4:30 PM. The Existing traffic counts are included in Appendix A.

C. LEVEL OF SERVICE DEFINITIONS

The *Highway Capacity Manual Seventh Edition* (HCM) defines Level of Service (LOS) for signalized and un-signalized intersections in Table 1 as follows:

Table 1 | LOS Definitions

Level of Service	Definition	Signalized (sec/veh)	Unsignalized (sec/veh)
A	Most vehicles do not stop	<10	<10
B	Some vehicles stop	>10 and <20	>10 and <15
C	Significant numbers of vehicles stop	>20 and <35	>15 and <25
D	Many vehicles stop	>35 and <55	>25 and <35
E	Limit of acceptable delay	>55 and <80	>35 and <50
F	Unacceptable delay	>80	>50

Los Alamos County follows the NMDOT requirements and has established LOS D as the generally acceptable level of service in urban areas for both signalized and unsignalized intersections. When intersections operate below this level it is deemed unacceptable and improvements are considered, where feasible.

D. EXISTING INTERSECTION CAPACITY ANALYSIS

The traffic volume for all existing intersections were analyzed using Highway Capacity Software 2023 (HCS 2023), which uses the intersection methodology from the Seventh Edition of the Highway Capacity Manual (HCM). Existing traffic volumes are shown in Figure 3. Individual intersection output for the existing conditions analysis is included in Appendix B. The results are summarized in Table 2 and Table 3.

The study found all intersections operate at acceptable levels of service in the AM, Midday and PM peak hours.

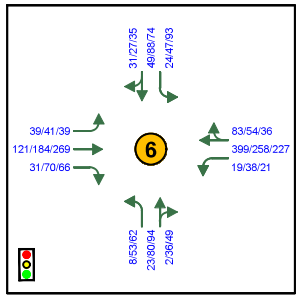
All individual intersection movements operate at LOS D or better for all intersection in the 2023 existing scenario. The intersection of Trinity & DP Road operates the worst with the northbound movement in the PM Peak, however, still operates within the acceptable LOS D. With no failing movements occurring in the existing condition, no mitigation efforts were analyzed.

Table 2 | 2023 Existing Signalized Intersection Results

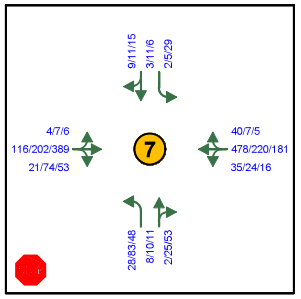
Intersection/Movement	2023 AM Peak			2023 MD Peak			2023 PM Peak		
	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS
Trinity Dr & 7th St	9.2	0.301	A	12.2	0.392	B	13.6	0.749	B
Trinity Dr & Knecht	11.8	0.535	B	16.0	0.748	B	15.6	0.805	B
Trinity Dr & 15th St	11.1	0.467	B	14.0	0.677	B	13.3	0.769	B
Central Ave & 15th St	11.7	0.803	B	12.6	0.712	B	12.9	0.666	B
* - Individual movements at this intersection experience LOS E or worse									

Table 3 | 2023 Existing Unsignalized Intersection Results

Intersection/ Movement	2023 AM Peak				2023 MD Peak				2023 PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Trinity Dr & Central / 4th St	6.3	-	-	A	4.5	-	-	A	8.0		-	A
EB Approach	6.6	0.19	25	A	5.4	0.20	25	A	7.6	0.41	75	A
WB Left	6.3	0.38	50	A	4.2	0.18	25	A	3.7	0.14	25	A
WB Right	7.3	0.46	75	A	4.0	0.16	25	A	3.8	0.15	25	A
NB Left	3.9	0.12	25	A	4.5	0.16	25	A	9.6	0.47	75	A
NB Right	4.0	0.13	25	A	4.7	0.18	25	A	10.8	0.53	100	B
SB Approach	7.2	0.07	25	A	4.3	0.06	25	A	3.9	0.04	25	A
Trinity Dr & DP Rd	17.5	-	-	C	15.5	-	-	C	34.3	-	-	D
WB Left	8.0	0.05	25	A	8.2	0.02	25	A	10.4	0.02	25	B
NB Approach	17.5	0.26	50	C	15.5	0.25	50	C	34.3	0.56	100	D
Central Ave & 10th / Knecht	19.3	-	-	C	16.4	-	-	C	15.1	-	-	C
EB Approach	8.7	0.00	0	A	7.8	0.01	0	A	7.6	0.00	0	A
WB Approach	7.6	0.03	25	A	8.0	0.02	25	A	8.3	0.01	0	A
NB Left	20.4	0.12	25	C	18.5	0.27	50	C	17.1	0.14	25	C
NB Through/Right	16.3	0.04	25	C	11.4	0.07	25	B	12.3	0.12	25	B
SB Left	18.6	0.01	0	C	15.3	0.02	25	C	18.0	0.10	25	C
SB Through/Right	13.6	0.03	25	B	12.5	0.05	25	B	11.1	0.04	25	B
Central Ave & 9th St	14.7	-	-	B	10.7	-	-	B	13.5	-	-	B
EB Approach	8.8	0.00	0	A	7.7	0.00	0	A	7.7	0.01	0	A
SB Approach	14.7	0.05	25	B	10.7	0.04	25	B	13.5	0.05	25	B
Central Ave & 6th St	13.6	-	-	B	10.7	-	-	B	10.3	-	-	B
EB Approach	9.0	0.01	0	A	7.7	0.01	0	A	7.7	0.02	25	A
SB Approach	13.6	0.05	25	B	10.7	0.01	0	B	10.3	0.01	0	B
Knecht & Alleyway	8.8	-	-	A	9.9	-	-	A	9.4	-	-	A
WB Approach	8.8	0.01	0	A	9.9	0.07	25	A	9.4	0.04	25	A
SB Left	7.3	0.00	0	A	7.4	0.01	0	A	7.4	0.01	0	A
* – HCM 95th percentile queue rounded to next 25-foot increment												



CENTRAL / 15TH ST



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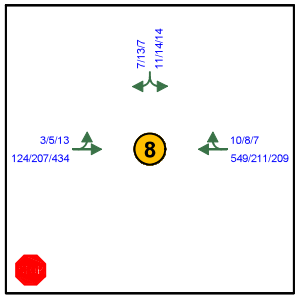

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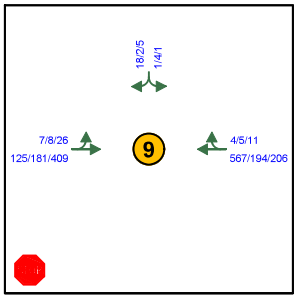

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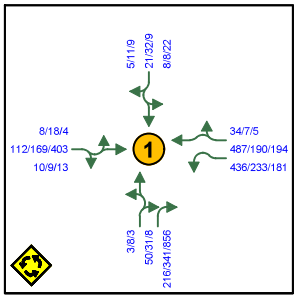
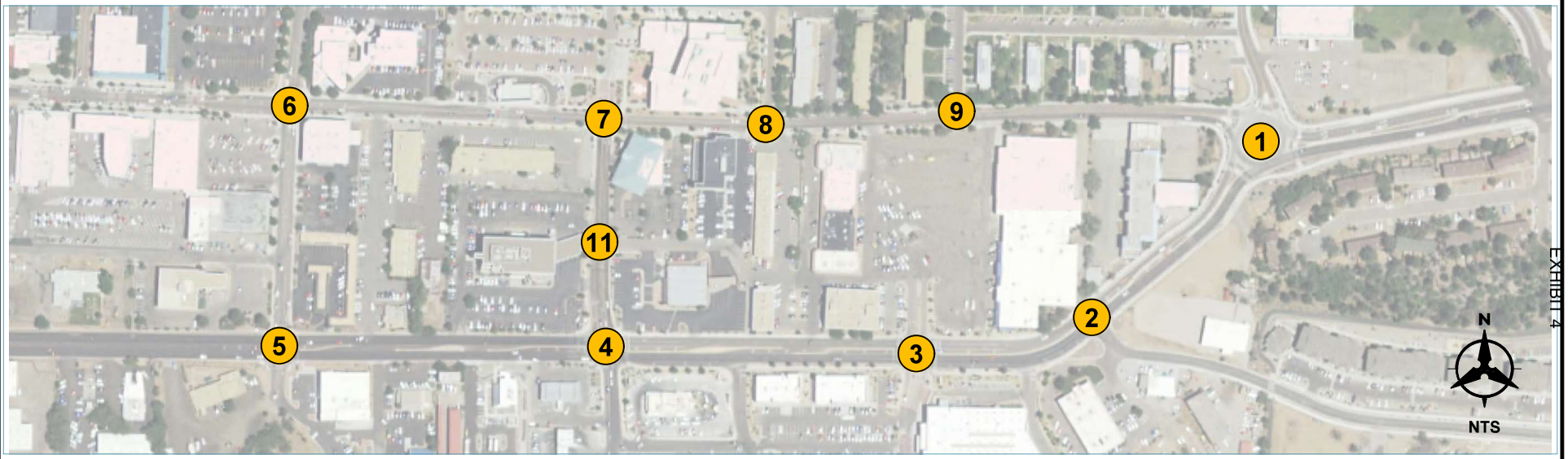
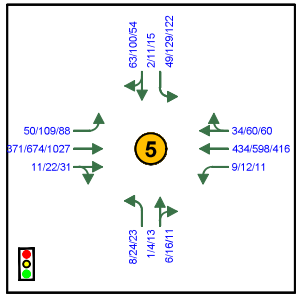


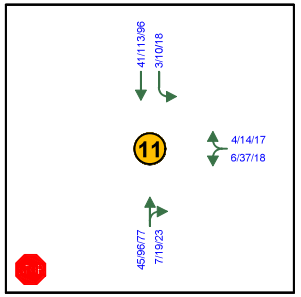
TRINITY / CENTRAL / 4TH ST



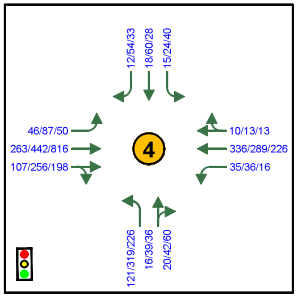
TRINITY / 15TH ST



KNECHT / ALLEYWAY



TRINITY / KNECHT



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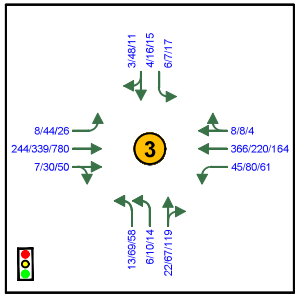

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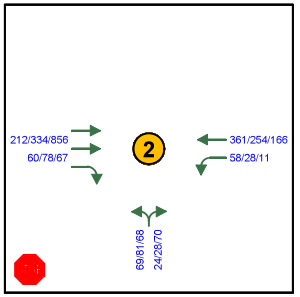

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 123/123/123 AM/MD/PM Traffic Counts
- X(X) AM(PM) Level of Service (LOS)

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MERI MAC DEVELOPMENT
LOS ALAMOS, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 3
EXISTING TRAFFIC VOLUMES

ATTACHMENT A
EXHIBIT 4
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V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

Generated trips are broken down into three types; 1) primary, 2) pass-by trips, and 3) diverted link. The Trip Generation report defines these trips as follows:

- **Primary Trips –** These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips –** These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. No pass-by trips were used in this analysis.
- **Diverted Linked Trips –** These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

This study will evaluate only primary trips to the site.

The trip generation based on the 11th Edition of the Institute of Transportation engineer's (ITE) Trip Generation Manual is shown in Table 4 below with the following considerations. The trip generation is based on the peak hour of the adjacent street traffic.

Table 4 | Trip Generation

Land Use	ITE Code	Size	Daily	AM Enter	AM Exit	MD Enter	MD Exit	PM Enter	PM Exit
Multifamily Housing (Mid-Rise)	221	322 DU	1,489	30	100	34	34	77	49
Strip Retail Plaza (<40k)	822	16,282 GFA	917	14	16	29	29	55	55

2. TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution was determined utilizing existing counts from this traffic study. The residential area that is existing north of Central was used to determine the distribution of trips used by residential locations, and south of the intersection of Knecht Street and Trinity Drive was used to determine an appropriate distribution of trips associated with retail locations. An average of these locations provided a split of approximately 79% of these trips generating from west of the site and 21% of the overall trips generating from east of the site. These percentages were used to predict trips from the new development. From the development site, 21% of the trips would travel to and from the east and 79% of the trips would travel to and from the west. The high percentage from the west is attributed to the Los Alamos National Lab that is located to the west of this development site.

The trip distribution was also analyzed based on the location and number of access points to the site. Since this site has both residential and retail locations an analysis was completed to determine the location where residences would park and where retail users would park to access the site. Residences would primarily park in the parking garage and retail users would primarily use the surface parking lot while some would still utilize the parking garage. The development will include 3 access points for the parking garage, 2 entrances/exits on the south side of the building and 1 entrance/exit on the north. The majority of drivers will utilize the entrance on 7th Street due to the high use of Trinity to access this portion of town. The split of parking garage users and surface street users is difficult to see since the percentages account for all traffic into the site. A small percentage of the eastbound left volume is accessing the site for the retail uses, where the majority is accessing the site for residence. Existing access points along Central Avenue will be closed in lue of these new proposed access points. The existing access point east of 6th Street will remain since no development activity is occurring at this existing building. The overall trip distributions were assigned access points based on this analysis. Trip distribution percentages that are discussed above are shown in Figure 4 and assigned traffic volumes based on those percentages are shown in Figure 5.

3. TRAFFIC PROJECTIONS

Los Alamos County typically uses an average growth rate of 1% which will be utilized for this traffic impact analysis in the no build and build scenarios. This growth rate will provide a conservative amount of additional traffic that may be added to all the intersections and roadways evaluated from additional development activities that may not be complete at the writing of this study. Traffic data shown in Appendix C includes this background growth rate of 1% in determining the 2025 and 2035 analysis years.

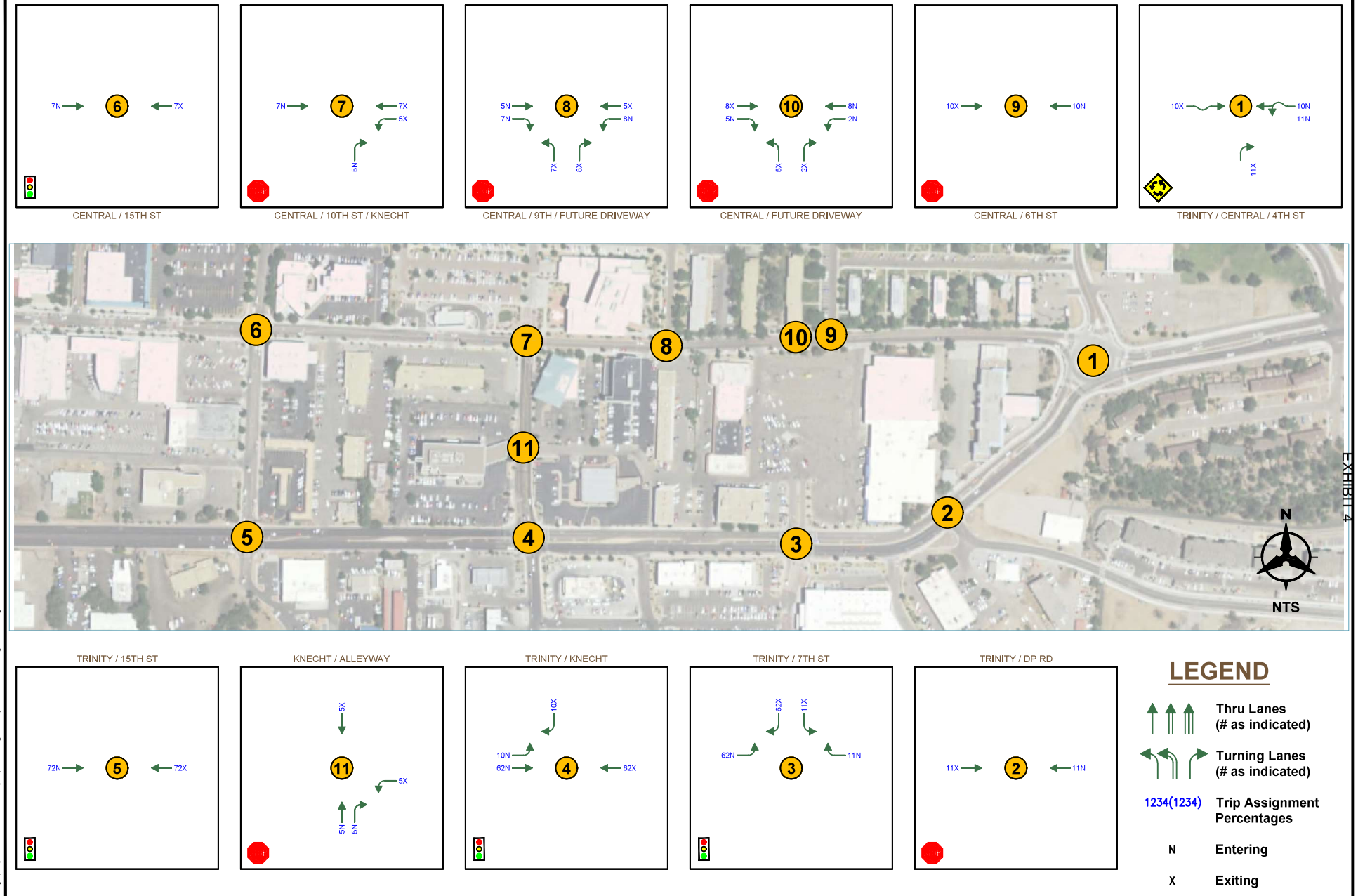

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FIGURE 4
TRIP DISTRIBUTION PERCENTAGES

ATTACHMENT A

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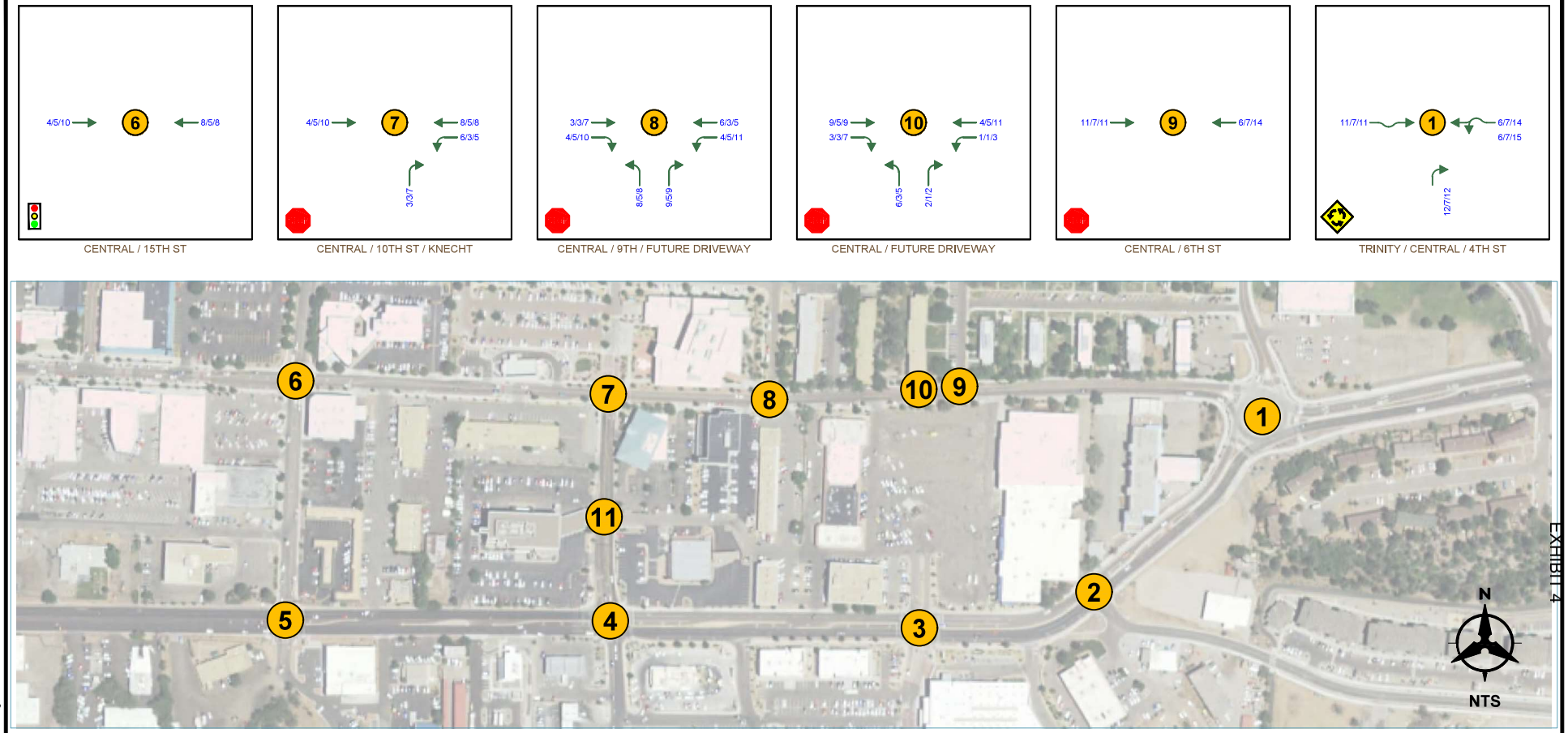

ATTACHMENT A

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FIGURE 5
TRIP ASSIGNMENT VOLUMES

VI. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of the future year traffic analysis. The intersection capacity analysis was completed using HCS7 which implements the Highway Capacity Manual procedures.

1. 2025 NO BUILD INTERSECTION CAPACITY ANALYSIS

The 2025 No Build analysis assumes that the proposed development is not completed. Figure 6 shows the 2025 No Build Results. Table 5 and Table 6 show the No Build results. The HCS outputs are included in Appendix D.

The study found that all of the intersections, except for the unsignalized intersection of Trinity & DP Road, operate at acceptable levels of service in the 2025 No Build condition.

All signalized intersections operate at acceptable conditions, with the overall LOS operating at LOS B or better at each.

The intersection of Trinity and DP Road experiences LOS E on the minor road, DP Road in the PM peak hour. As the intersection of Trinity & DP Road has this movement in the no build condition, mitigation efforts are not directly associated with the proposed development and should not be considered the responsibility of the development. This initial analysis ran this movement as a one-stage left turn as this is the typical movement that vehicles take.

As an alternative to the PM analysis a two-stage crossing at the intersection may be attempted by some vehicles as adequate room in the median to store a vehicle attempting this movement is present. A two-stage turn crosses each direction of the major road separately and a vehicle that crosses the eastbound travel lanes is stored in the median until the westbound traffic is clear to complete the turning movement. This analysis is summarized in Table 6 with the 2-stage designation. The two-stage movement for this intersection indicates that if vehicles do this action, the intersection will operate at LOS C for this movement in the PM peak hour. No other recommendations for this intersection can be made due to the close proximity to the signal at Trinity and 7th Street and the roundabout at Central/Trinity and 4th Street. Also, mitigation efforts are not directly associated with the proposed development and should not be considered the responsibility of the development. All other unsignalized intersections operate at an overall LOS C or better in the 2025 No Build condition.

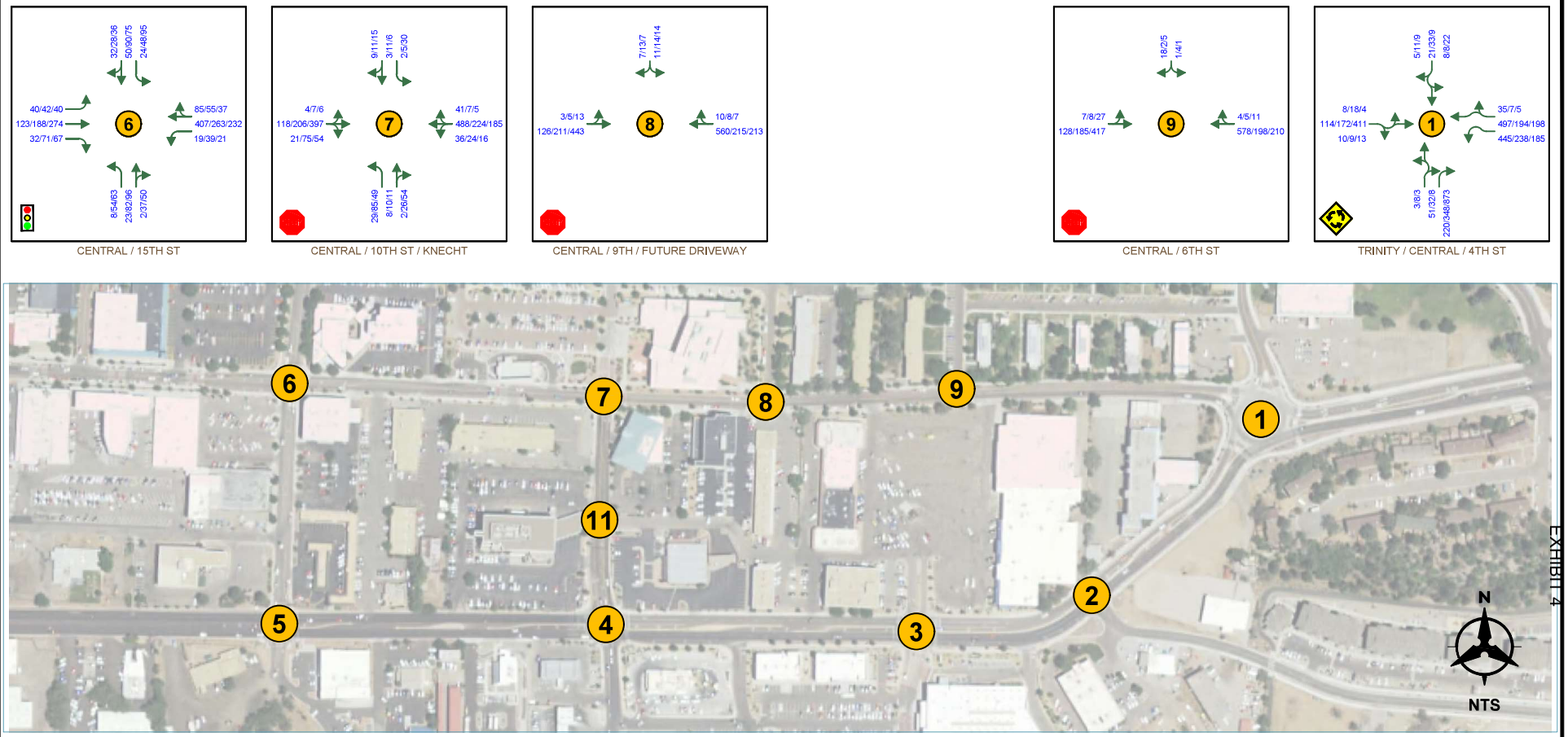
Another option in the PM peak hour is to have all northbound traffic turn right at this location and utilize the roundabout to access westbound Trinity. This would help address the low level of service for the left turning vehicles. This analysis resulted in overall acceptable LOS B in the PM peak hour with the northbound approach operating at LOS B.

Table 5 | 2025 No Build Signalized Intersection Results

Intersection/Movement	2025 AM Peak			2025 MD Peak			2025 PM Peak		
	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS
Trinity Dr & 7th St	9.2	0.306	A	12.3	0.401	B	13.6	0.754	B
Trinity Dr & Knecht	11.9	0.535	B	16.2	0.753	B	16.8	0.842	B
Trinity Dr & 15th St	11.1	0.478	B	14.1	0.681	B	13.8	0.778	B
Central Ave & 15th St	11.8	0.808	B	13.0	0.747	B	13.0	0.672	B
* - Individual movements at this intersection experience LOS E or worse									

Table 6 | 2025 No Build Unsignalized Intersection Results

Intersection/ Movement	2025 AM Peak				2025 MD Peak				2025 PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Trinity Dr & Central / 4th St	6.4	-	-	A	4.6	-	-	A	8.2	-	-	A
EB Approach	6.7	0.20	25	A	5.5	0.21	25	A	7.7	0.42	75	
WB Left	6.4	0.39	50	A	4.3	0.19	25	A	3.7	0.14	25	A
WB Right	7.5	0.47	75	A	4.0	0.16	25	A	3.8	0.15	25	A
NB Left	3.9	0.12	25	A	4.5	0.17	25	A	9.9	0.48	75	A
NB Right	4.1	0.14	25	A	4.7	0.19	25	A	11.2	0.54	100	B
SB Approach	7.3	0.07	25	A	4.3	0.06	25	A	4.0	0.04	25	A
Trinity Dr & DP Rd	17.9	-	-	C	15.8	-	-	C	36.8	-	-	E
WB Left	8.0	0.05	25	A	8.2	0.03	25	A	10.5	0.02	25	B
NB Approach	17.9	0.27	50	C	15.8	0.26	50	C	36.8	0.59	125	E
2-Stage									22.5	-	-	C
WB Left									10.5	0.02	25	B
NB Approach									22.5	0.43	75	C
Right-out only									14.7			B
WB Left									10.5	0.02	25	B
NB Approach									14.7	0.30	50	B
Central Ave & 10th / Knecht	19.9	-	-	C	15.5	-	-	C	15.4	-	-	C
EB Approach	8.7	0.00	0	A	7.7	0.01	0	A	7.6	0.00	0	A
WB Approach	7.6	0.03	25	A	7.9	0.02	25	A	8.3	0.02	0	A
NB Left	21.0	0.13	25	C	17.3	0.24	50	C	17.5	0.15	25	C
NB Through/Right	16.6	0.04	25	C	11.2	0.06	25	B	12.4	0.12	25	B
SB Left	19.0	0.01	0	C	14.8	0.01	0	B	18.4	0.10	25	C
SB Through/Right	13.8	0.03	25	B	12.2	0.05	25	B	11.2	0.04	25	B
Central Ave & 9th St	14.9	-	-	B	10.7	-	-	B	13.7	-	-	B
EB Approach	8.9	0.00	0	A	7.7	0.00	0	A	7.7	0.01	0	A
SB Approach	14.9	0.06	25	B	10.7	0.04	25	B	13.7	0.06	25	B
Central Ave & 6th St	13.7	-	-	B	10.7	-	-	B	10.4	-	-	B
EB Approach	9.0	0.01	0	A	7.7	0.01	0	A	7.8	0.02	25	A
SB Approach	13.7	0.05	25	B	10.7	0.01	0	B	10.4	0.01	0	B
Knecht & Alleyway	8.9	-	-	A	9.9	-	-	A	9.5	-	-	A
WB Approach	8.9	0.01	0	A	9.9	0.07	25	A	9.5	0.04	25	A
SB Left	7.3	0.00	0	A	7.5	0.01	0	A	7.4	0.01	0	A
* – HCM 95th percentile queue rounded to next 25-foot increment												



LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)

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FIGURE 6
2025 NO BUILD TRAFFIC VOLUMES

ATTACHMENT A
EXHIBIT 4
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2. 2025 BUILD INTERSECTION CAPACITY ANALYSIS

The trips generated by the site (Table 4) were assigned to the intersections using the trip percentages and associated volumes, shown in Figure 4 and Figure 5. These trips were added to the 2025 Build traffic projections shown in Appendix C. A summary of the 2025 Build capacity results is shown in Table 7 and Table 8. The individual intersection output is included in Appendix E.

The study found that all of the intersections, except for the unsignalized intersection of Trinity & DP Road, operate at acceptable levels of service in the 2025 Build condition.

All signalized intersections operate at acceptable conditions, with the overall LOS operating at LOS B or better in all peak hours.

The intersection of Trinity and DP Road continues to experience LOS E on the minor road, DP Road in the PM peak hour. As the intersection of Trinity & DP Road has this movement in the no build condition, mitigation efforts are not directly associated with the proposed development and should not be considered the responsibility of the development. This initial analysis ran this movement as a one-stage left turn as this is the typical movement that vehicles take.

As an alternative to the PM analysis a two-stage crossing at the intersection may be attempted by some vehicles as adequate room in the median to store a vehicle attempting this movement is present. A two-stage turn crosses each direction of the major road separately and a vehicle that crosses the eastbound travel lanes is stored in the median until the westbound traffic is clear to complete the turning movement. This analysis is summarized in Table 8 with the 2-stage designation. The two-stage movement for this intersection indicates that if vehicles do this action, the intersection will operate at LOS C for this movement in the PM peak hour. No other recommendations for this intersection will be made in this report due to the close proximity to the signal at Trinity and 7th Street and the roundabout at Central/Trinity and 4th Street. Also, mitigation efforts are not directly associated with the proposed development and should not be considered the responsibility of the development. All other unsignalized intersections operate at an overall LOS C or better in the 2025 Build condition.

Another option in the PM peak hour is to have all northbound traffic turn right at this location and utilize the roundabout to access westbound Trinity. This would help address the low level of service for the left turning vehicles. This analysis resulted in overall acceptable LOS B in the PM peak hour with the northbound approach operating at LOS B.

Table 7 | 2025 Build Signalized Intersection Results									
	2025 AM Peak			2025 MD Peak			2025 PM Peak		
Intersection/Movement	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS
Trinity Dr & 7th St	11.1	0.427	B	12.8	0.505	B	14.0	0.755	B
Trinity Dr & Knecht	12.2	0.535	B	16.4	0.761	B	17.2	0.853	B
Trinity Dr & 15th St	11.4	0.561	B	14.2	0.693	B	13.9	0.792	B
Central Ave & 15th Str	11.8	0.811	B	13.0	0.750	B	13.1	0.677	B
* - Individual movements at this intersection experience LOS E or worse									

Table 8 | 2025 Build Unsignalized Intersection Results

Intersection/ Movement	2025 AM Peak				2025 MD Peak				2025 PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Trinity Dr & Central / 4th St	6.5	-	-	A	4.7	-	-	A	8.4	-	-	A
EB Approach	7.0	0.22	25	A	5.6	0.22	25	A	8.1	0.43	75	A
WB Left	6.5	0.40	75	A	4.3	0.20	25	A	3.8	0.15	25	A
WB Right	7.5	0.47	75	A	4.1	0.16	25	A	3.9	0.16	25	A
NB Left	4.0	0.13	25	A	4.6	0.17	25	A	10.2	0.49	75	B
NB Right	4.2	0.15	25	A	4.8	0.19	25	A	11.6	0.55	100	B
SB Approach	7.4	0.07	25	A	4.4	0.06	25	A	4.1	0.04	25	A
Trinity Dr & DP Rd	18.5	-	-	C	16.1	-	-	C	39.7	-	-	E
WB Left	8.0	0.05	25	A	8.3	0.03	25	A	10.6	0.02	25	A
NB Approach	18.5	0.28	50	C	16.1	0.26	50	C	39.7	0.61	125	E
2-STAGE									23.1	-	-	C
WB Left									10.6	0.02	0	A
NB Approach									23.1	0.44	75	C
Right-out only									14.8			B
WB Left									10.6	0.02	25	B
NB Approach									14.8	0.30	50	B
Central Ave & 10th / Knecht	19.9	-	-	C	15.7	-	-	C	16.2	-	-	C
EB Approach	8.8	0.00	0	A	7.7	0.01	0	A	7.6	0.00	0	A
WB Approach	7.6	0.03	25	A	7.9	0.02	25	A	8.4	0.02	25	A
NB Left	22.0	0.14	25	C	17.8	0.25	50	C	18.3	0.16	25	C
NB Through/Right	15.3	0.04	25	C	11.2	0.07	25	B	12.6	0.14	25	B
SB Left	19.9	0.01	0	C	15.1	0.02	0	C	19.6	0.11	25	C
SB Through/Right	14.1	0.03	25	B	12.3	0.05	25	B	11.3	0.04	25	B
Central Ave & 9th St / Site Driveway	16.7	-	-	C	11.3	-	-	B	16.0	-	-	C
EB Approach	8.9	0.00	0	A	7.7	0.00	0	A	7.8	0.01	0	A
WB Approach	7.5	0.00	0	A	7.7	0.00	0	A	8.5	0.01	0	A
NB Approach	13.7	0.05	25	B	10.9	0.02	0	B	15.1	0.05	25	C
SB Approach	16.7	0.06	25	C	11.3	0.05	25	B	16.0	0.07	25	C
Central Ave & 6th St	13.8	-	-	B	10.8	-	-	B	10.5	-	-	B
EB Approach	9.0	0.01	0	A	7.7	0.01	0	A	7.8	0.02	25	A
SB Approach	13.8	0.05	25	B	10.8	0.01	0	B	10.5	0.01	0	B
Central Ave & Site Driveway	14.0	-	-	B	11.0	-	-	B	13.5	-	-	B
WB Left	7.5	0.00	0	A	7.7	0.00	0	A	8.3	0.00	0	A
NB Approach	14.0	0.02	25	B	11.0	0.01	0	B	13.5	0.02	25	B
Knecht & Alleyway	9.0	-	-	A	10.0	-	-	A	9.7	-	-	A
Westbound Approach	9.0	0.02	25	A	10.0	0.07	25	B	9.7	0.05	25	A
Southbound Left	7.3	0.00	0	A	7.5	0.01	0	A	7.5	0.01	0	A

* – HCM 95th percentile queue rounded to next 25-foot increment

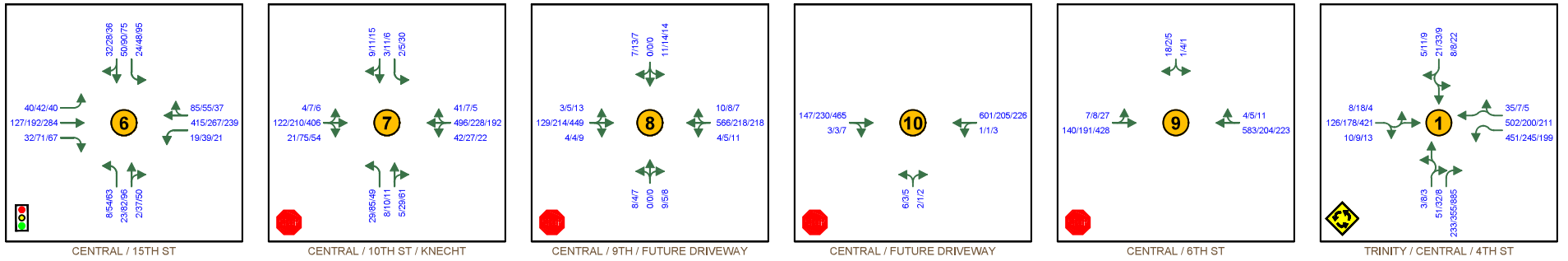

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FIGURE 7
2025 BUILD TRAFFIC VOLUMES

3. 2035 HORIZON YEAR NO BUILD INTERSECTION CAPACITY ANALYSIS

Los Alamos County and the NMDOT has requested a 10-year Horizon capacity analysis to determine long term traffic effects of newly established developments within the area for future network considerations.

The 2035 No Build analysis assumes that the proposed development is not completed and no offsite improvements are included. A summary of the 2035 No build signalized results are shown in Table 9 and unsignalized results are shown in Table 10. The full HCS outputs are included in Appendix F.

The study found that all of the intersections, except for the unsignalized intersection of Trinity & DP Road, operate at acceptable levels of service in the 2035 Horizon Year No Build condition.

All signalized intersections operate at acceptable conditions, with the overall LOS operating at LOS B or better.

The intersection of Trinity and DP Road worsens and begins to experience LOS F on the minor road, DP Road in the PM peak hour. As this movement occurs prior to the development build, mitigation efforts are not directly associated with the proposed development and should not be considered the responsibility of the development. This initial analysis ran this movement as a one-stage left turn as this is the typical movement that vehicles take.

As an alternative to the PM analysis a two-stage crossing at the intersection may be attempted by some vehicles as adequate room in the median to store a vehicle attempting this movement is present. A two-stage turn crosses each direction of the major road separately and a vehicle that crosses the eastbound travel lanes is stored in the median until the westbound traffic is clear to complete the turning movement. This analysis is summarized in Table 8 with the 2-stage designation. The two-stage movement for this intersection indicates that if vehicles do this action, the intersection will operate at LOS D for this movement in the PM peak hour. No other recommendations for this intersection will be made in this report due to the close proximity to the signal at Trinity and 7th Street and the roundabout at Central/Trinity and 4th Street. Also, mitigation efforts are not directly associated with the proposed development and should not be considered the responsibility of the development. All other unsignalized intersections operate at an overall LOS C or better in the 2035 No Build condition.

Another option in the PM peak hour is to have all northbound traffic turn right at this location and utilize the roundabout to access westbound Trinity. This would help address the low level of service for the left turning vehicles. This analysis resulted in overall acceptable LOS C in the PM peak hour with the northbound approach operating at LOS C.

Table 9 | 2035 Horizon Year No Build Signalized Intersection Results									
	2035 AM Peak			2035 MD Peak			2035 PM Peak		
Intersection/Movement	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS
Trinity Dr & 7th St	9.4	0.339	A	12.6	0.446	B	14.0	0.774	B
Trinity Dr & Knecht	12.3	0.541	B	17.1	0.776	B	18.0	0.863	B
Trinity Dr & 15th St	11.6	0.536	B	14.4	0.701	B	14.2	0.799	B
Central Ave & 15th St	12.3	0.832	B	13.4	0.770	B	13.4	0.695	B
* - Individual movements at this intersection experience LOS E or worse									

Table 10 | 2035 Horizon Year No Build Unsignalized Intersection Results

Intersection/ Movement	2035 AM Peak				2035 MD Peak				2035 PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Trinity Dr & Central / 4th St	7.0	-	-	A	4.9	-	-	A	9.6	-	-	A
EB Approach	7.4	0.23	25	A	6.0	0.24	25	A	8.7	0.47	75	A
WB Left	7.0	0.43	75	A	4.5	0.21	25	A	3.8	0.15	25	A
WB Right	8.2	0.52	100	A	4.2	0.18	25	A	4.0	0.17	25	A
NB Left	4.1	0.14	25	A	4.8	0.19	25	A	11.8	0.55	100	B
NB Right	4.3	0.15	25	A	5.0	0.21	25	A	13.8	0.62	125	B
SB Approach	8.2	0.09	25	A	4.5	0.07	25	A	4.2	0.05	25	A
Trinity Dr & DP Rd	20.8	-	-	C	17.7	-	-	C	64.2	-	-	F
WB Left	8.1	0.06	25	A	8.4	0.03	25	A	11.1	0.02	25	A
NB Approach	20.8	0.34	50	C	17.7	0.31	50	C	64.2	0.75	200	F
2-STAGE									28.3	-	-	D
WB Left									11.1	0.02	25	B
NB Approach									28.3	0.53	100	D
Right-out only									16.3			C
WB Left									11.1	0.02	25	B
NB Approach									16.3	0.35	50	C
Central Ave & 10th / Knecht	22.6	-	-	C	17.4	-	-	C	17.0	-	-	C
EB Approach	8.9	0.01	0	A	7.8	0.01	0	A	7.7	0.01	0	A
WB Approach	7.6	0.03	25	A	8.0	0.02	25	A	8.5	0.02	25	A
NB Left	24.1	0.16	25	C	19.8	0.30	50	C	19.7	0.19	25	C
NB Through/Right	18.3	0.05	25	C	11.6	0.07	25	B	13.1	0.14	25	B
SB Left	21.2	0.01	0	C	16.0	0.02	25	C	20.9	0.13	25	C
SB Through/Right	14.	0.04	25	B	12.8	0.05	25	B	11.7	0.04	25	B
Central Ave & 9th St	16.1	-	-	C	11.1	-	-	B	14.8	-	-	B
EB Approach	9.1	0.00	0	A	7.7	0.00	0	A	7.8	0.01	0	A
SB Approach	16.1	0.07	25	C	11.1	0.05	25	B	14.8	0.07	25	B
Central Ave & 6th St	14.7	-	-	B	11.1	-	-	B	10.6	-	-	B
EB Approach	9.3	0.01	0	A	7.7	0.01	0	A	7.8	0.02	25	A
SB Approach	14.7	0.06	25	B	11.1	0.01	0	B	10.6	0.01	0	B
Knecht & Alleyway	8.9	-	-	A	10.1	-	-	B	9.6	-	-	A
WB Approach	8.9	0.01	0	A	10.1	0.08	25	B	9.6	0.05	25	A
SB Left	7.3	0.00	0	A	7.5	0.01	0	A	7.5	0.01	0	A

* – HCM 95th percentile queue rounded to next 25-foot increment

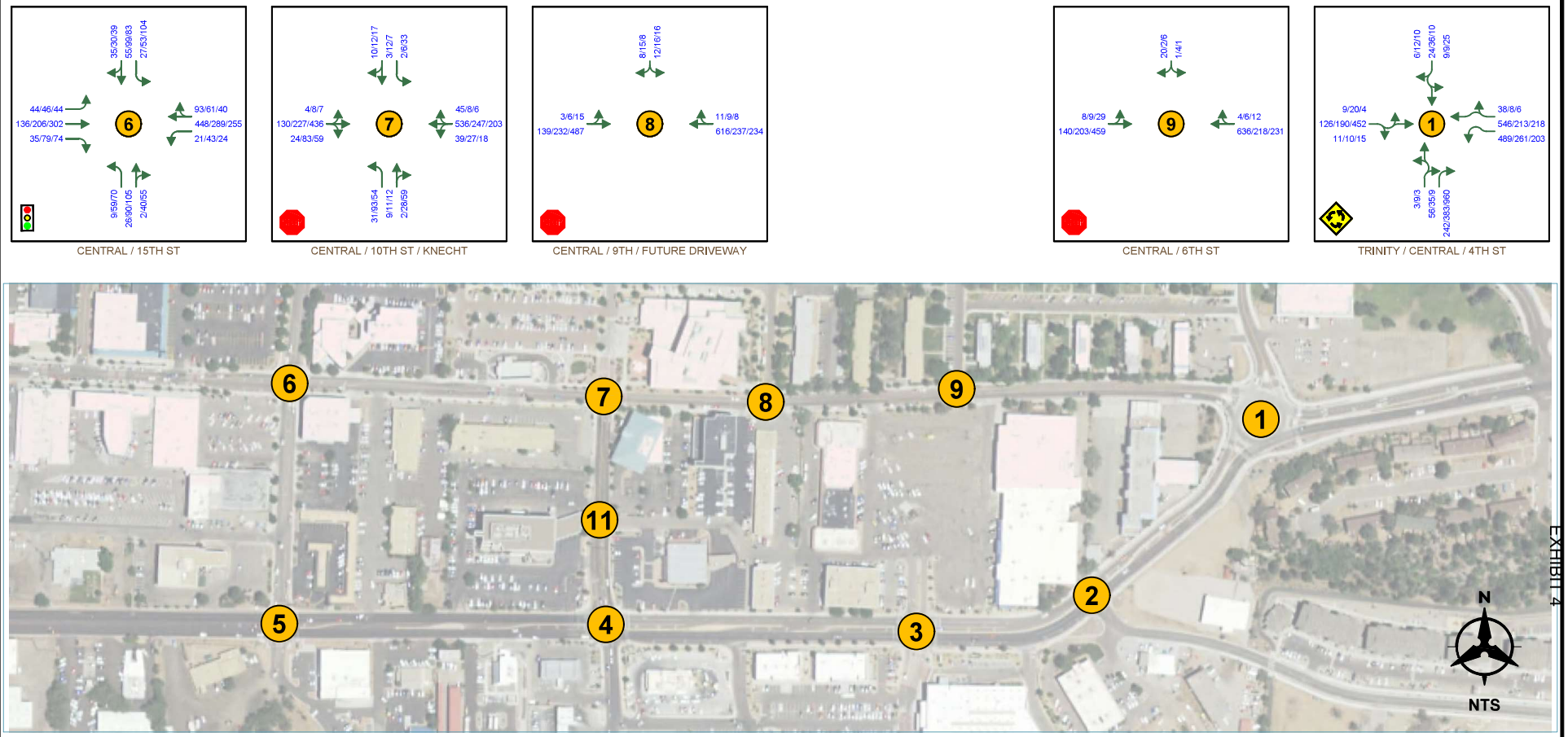

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FIGURE 8
2035 HORIZON YEAR
NO BUILD TRAFFIC VOLUMES

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EXHIBIT 4

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4. 2035 HORIZON YEAR BUILD INTERSECTION CAPACITY ANALYSIS

The trips generated by the site (Table 4) were assigned to the intersections using the trip percentages and associated volumes, shown in Figure 4 and Figure 5. These trips were added to the 2035 No Build traffic projections. The 2035 Build capacity analysis is shown in Table 11 and Table 12, and the individual intersection output is included in Appendix G.

The study found that all of the intersections, except for the unsignalized intersection of Trinity & DP Road, operate at acceptable levels of service in the 2035 Horizon Year Build condition.

All signalized intersections operate at acceptable conditions, with the overall LOS operating at LOS B or better.

The intersection of Trinity and DP Road continues to experience LOS F on the minor road, DP Road in the PM peak hour. As the intersection of Trinity & DP Road has this movement issue in the no build condition, mitigation efforts are not directly associated with the proposed development and should not be considered the responsibility of the development. This initial analysis ran this movement as a one-stage left turn as this is the typical movement that vehicles take.

As an alternative to the PM analysis a two-stage crossing at the intersection may be attempted by some vehicles as adequate room in the median to store a vehicle attempting this movement is present. A two-stage turn crosses each direction of the major road separately and a vehicle that crosses the eastbound travel lanes is stored in the median until the westbound traffic is clear to complete the turning movement. This analysis is summarized in Table 12 with the 2-stage designation. The two-stage movement for this intersection indicates that if vehicles do this action, the intersection will operate at LOS D in the PM peak hour. No other recommendations for this intersection will be made in this report due to the close proximity to the signal at Trinity and 7th Street and the roundabout at Central/Trinity and 4th Street. Also, mitigation efforts are not directly associated with the proposed development and should not be considered the responsibility of the development. All other unsignalized intersections operate at an overall LOS C or better in the 2035 Build condition.

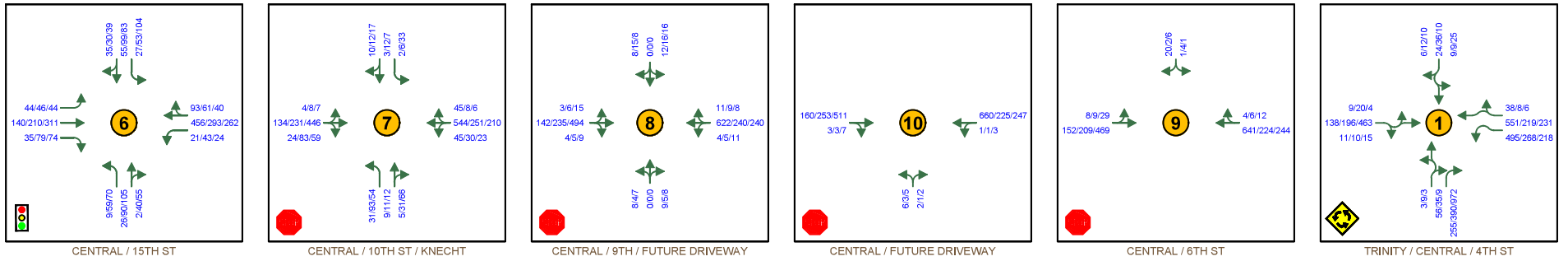
Another option in the PM peak hour is to have all northbound traffic turn right at this location and utilize the roundabout to access westbound Trinity. This would help address the low level of service for the left turning vehicles. This analysis resulted in overall acceptable LOS C in the PM peak hour with the northbound approach operating at LOS C.

Table 11 | 2035 Horizon Year Build Signalized Intersection Results									
	2035 AM Peak			2035 MD Peak			2035 PM Peak		
Intersection/Movement	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS
Trinity Dr & 7th St	11.3	0.422	B	13.0	0.531	B	14.3	0.775	B
Trinity Dr & Knecht	12.6	0.542	B	17.4	0.783	B	18.9	0.874	B
Trinity Dr & 15th St	11.9	0.620	B	14.5	0.711	B	14.3	0.811	B
Central Ave & 15th St	12.3	0.835	B	13.4	0.773	B	13.5	0.700	B
* - Individual movements at this intersection experience LOS E or worse									

Table 12 | 2035 Horizon Year Build Unsignalized Intersection Results

Intersection/ Movement	2035 AM Peak				2035 MD Peak				2035 PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Trinity Dr & Central / 4th St	7.1	-	-	A	4.9	-	-	A	10.0	-	-	A
EB Approach	7.7	0.25	50	A	6.1	0.25	50	A	9.2	0.49	75	A
WB Left	7.0	0.44	75	A	4.5	0.22	25	A	3.9	0.17	25	A
WB Right	8.3	0.52	100	A	4.2	0.18	25	A	4.0	0.18	25	A
NB Left	4.2	0.14	25	A	4.9	0.19	25	A	12.2	0.56	100	B
NB Right	4.4	0.16	25	A	5.1	0.22	25	A	14.4	0.64	150	B
SB Approach	8.3	0.09	25	A	4.6	0.07	25	A	4.3	0.05	25	A
Trinity Dr & DP Rd	21.5	-	-	C	18.0	-	-	C	72.9	-	-	F
WB Left	8.1	0.06	25	A	8.4	0.03	25	A	11.1	0.02	25	A
NB Approach	21.5	0.35	50	C	18.0	0.31	50	C	72.9	0.78	225	F
2-STAGE									29.2	-	-	D
WB Left									11.1	0.02	25	B
NB Approach									29.2	0.54	100	D
Right-out only									16.5			C
WB Left									11.1	0.02	25	B
NB Approach									16.5	0.36	50	C
Central Ave & 10th / Knecht	22.7	-	-	C	17.7	-	-	C	17.9	-	-	C
EB Approach	9.0	0.01	0	A	7.8	0.01	0	A	7.7	0.01	0	A
WB Approach	7.7	0.04	25	A	8.0	0.03	25	A	8.5	0.02	25	A
NB Left	25.4	0.17	25	D	20.4	0.30	50	C	20.7	0.20	25	C
NB Through/Right	16.9	0.05	25	C	11.7	0.08	25	B	13.3	0.16	25	B
SB Left	22.3	0.01	0	C	16.4	0.02	25	C	22.3	0.14	25	C
SB Through/Right	14.9	0.04	25	B	13.0	0.06	25	B	11.8	0.05	25	B
Central Ave & 9th St / Site Driveway	18.3	-	-	C	11.7	-	-	B	17.6	-	-	C
EB Approach	9.1	0.00	0	A	7.8	0.00	0	A	7.8	0.01	0	A
WB Approach	7.6	0.00	0	A	7.8	0.00	0	A	8.7	0.01	0	A
NB Approach	14.8	0.05	25	B	11.3	0.02	0	B	16.3	0.05	25	C
SB Approach	18.3	0.08	25	C	11.7	0.06	25	B	17.6	0.09	25	C
Central Ave & 6th St	14.8	-	-	B	11.1	-	-	B	10.7	-	-	B
EB Approach	9.3	0.01	0	A	7.7	0.01	0	A	7.9	0.02	25	A
SB Approach	14.8	0.06	25	B	11.1	0.01	0	B	10.7	0.01	0	B
Central Avenue & Site Driveway	14.9	-	-	B	11.4	-	-	B	14.3	-	-	B
WB Left	7.6	0.00	0	A	7.8	0.00	0	A	8.5	0.00	0	A
NB Approach	14.9	0.02	25	B	11.4	0.01	0	B	14.3	0.02	25	B
Knecht & Alleyway	9.1	-	-	A	10.2	-	-	B	9.8	-	-	A
WB Approach	9.1	0.02	25	A	10.2	0.08	25	B	9.8	0.06	25	A
SB Left	7.3	0.00	0	A	7.5	0.01	0	A	7.5	0.01	0	A

* – HCM 95th percentile queue rounded to next 25-foot increment



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MERI MAC DEVELOPMENT
LOS ALAMOS, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 9
2035 HORIZON YEAR
BUILD TRAFFIC VOLUMES

ATTACHMENT A
EXHIBIT 4

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VII. SAFETY ANALYSIS

Traffic crash information was obtained from the NMDOT for the years 2018 through 2020 for the intersections that were included in this study.

Crash data collected from 2018-2020 reveal that 25 crashes occurred in total in the intersections included in the study area. These crashes occurred at the following intersections with the quantity of crashes over the 3-year period:

- 2 crashes - Trinity Drive and DP Road
- 1 crash - Trinity Drive and 7th Street
- 9 crashes- Trinity Drive and Knecht
- 4 crashes - Trinity Drive and 15th Street
- 3 crashes - Central Ave and 15 Street
- 3 crashes - Central Ave and Knecht Street/10th Street
- 2 crashes - Central Ave and 9th Street
- 1 crash - Central and 6th Street

Out of the 25 crashes that occurred at the relevant intersections in this 3-year period, 16 of those crashes occurring were property damage only with no injuries sustained and 8 of the crashes were classified as Class C indicating complaint of injury but no visible injury, and 1 crash was classified as Class B indicating there was visible injuries at the crash. No crashes occurred with a pedestrian or bicyclist involved at any of the intersection.

In New Mexico, an average day consists of 100 crashes throughout the state, the intersections included in this study are lower than the state crash rate average. The crash data for this study indicate that these intersections are operating safely due to the low number of crashes at each intersection. No mitigation efforts are needed for Los Alamos County and the Meri Mac development will not have an impact on safety of these intersections. The complete listing of crashes used in this study from the NMDOT is presented in Appendix H.

A. STATE ACCESS MANAGEMENT MANUAL VERIFICATION

The NMDOT and Los Alamos County utilizes the state access management manual (SAMM) to verify spacing of access points along roadways such as Trinity Drive (NM 502) in Los Alamos. The SAMM specifies that an urban principal arterial such as NM 502 with a speed limit of 35 MPH should have a minimum distance of 325 feet between partial access points and median openings. The existing parcel that is being redeveloped could potentially have access to other partial access points along Trinity Drive that were not counted as part of this study. One such access point is located

approximately 250 feet west of the intersection of Trinity Drive and 7th Street measured from the center of the access points. This access point serves the buildings located at 800 Trinity Drive and 820 Trinity Drive. These buildings are not all owned by the developer of the land and other occupants may be opposed to changes to access. This access point is existing although because redevelopment activities will be done on this parcel of land Los Alamos County and the NMDOT wanted to verify if this access point meets current NMDOT requirements. The access point does not meet current spacing requirements and may be updated to a right-in right-out access to better serve Trinity Drive. As a requirement of changing this access point, the eastbound left turn lane opening should be rebuilt so that the through queue does not block access into the left turn storage for the 7th Street and Trinity Drive intersection eastbound left movement. This will require rebuilding the median at this location to allow 175 feet of left turning queue storage so that the through queueing traffic does not block the left turning traffic from entering the left turn queue area.

Another location where intersection spacing is needed to be verified will exist between the intersection of Central Avenue and 6th Street and the new development entrance on Central Avenue. The SAMM criteria states that because the major roadways are collectors below 40 MPH, the spacing should be 330 feet for full intersections.

This entrance is proposed to be approximately 100 feet from the existing intersection. As 6th Street and the entrance will be so near, a queue analysis was completed to ensure that queues will not extend past the roadway/driveway. The queue for the 2035 build analysis was used as a worst-case analysis. This analysis includes a queue length of 25 feet in the eastbound direction for the PM peak hour at Central and 6th Street. All other peak hours included in the analysis have no queues at this location. The westbound queue length was also verified for the westbound left movement at the new site driveway on Central. This analysis also showed no queues for any of the peak hours that would block the 6th street intersection. As the queue will not detrimentally affect the driveway or the roadway and because the volume of vehicles that currently exits 6th Street southbound is so low, this access point is considered appropriate and will not result in any negative impacts on Central Avenue.

In the build scenario the access points will be built for the development. This will introduce an access point that will connect to the existing intersection of Central and 9th Street. There is an existing access point in this vicinity that will also be checked to ensure compliance to the SAMM. This existing access point that serves 999 Central Avenue is located approximately 65 feet to the west of the existing intersection of Central and 9th Street. The SAMM criteria states that because the major roadways are collectors below 40 MPH, the spacing should be 330 feet for full intersections.

The queue that is located at the intersection of Central and 9th Street was verified to ensure that there are no safety concerns with locating this access point at this intersection. The worst-case queue in the 2035 build scenario indicated that the eastbound, westbound, and northbound directions at the intersection will not have a queue. As the queue will not affect the existing driveway or Central Avenue, this access point is considered appropriate and will not result in any negative impacts on Central Avenue.

SAMM criteria used for this report is included in Appendix I.

(1) Travel Times

An analysis was done to determine if the spacing between driveways was adequate for the speed and acceleration of the vehicles leaving the site. This analysis looked at several typical acceleration rates for vehicles based on zero to sixty data gathered from www.zeroto60times.com. The 13 vehicles that were sampled were chosen at random and the acceleration rate was calculated using those zero to sixty travel times. These calculated acceleration rates varied from 4 ft/sec^2 to 10 ft/sec^2.

The 13 vehicles evaluated were:

Dodge Journey R/T	Mercedes A250 Sport
BMW 228i Coupe	Honda Accord
Honda Odyssey LX	Ford Fusion Sport
Chevy Impala SS	Cadillac CTS-V Sedan
Jeep Grand Cherokee Trailhawk	Mazda MX-5 Miata
Audi A6 Quattro	Subaru Outback
Toyota Corolla S	

The 85th-percentile vehicle acceleration from 0-25 MPH in National Cooperative Research Program Report 383 is 6.75 ft/sec2. The median acceleration rate for 0-40 MPH was 3.20, therefore 2 ft/sec^2 to 10 ft/sec^2 was used in the analysis.

The data that was gathered for this analysis for the vehicles above were from acceleration rates that were very aggressive, 0 – 60 MPH at full acceleration capability, and may not occur on local major collectors such as Central Avenue. The data supporting this analysis is included in Appendix I.

These acceleration rates were then applied to vehicles leaving the existing access point to the west and a second vehicle exiting left-out of the proposed access point onto Central Avenue. This analysis showed that the fastest acceleration rate of vehicle 1 turning right from the existing access point (10 ft/sec^2) to get to the proposed access point and the median acceleration rate for vehicle 2 turning left out of the proposed access point (3.2 ft/sec^2) had a buffer time of approximately 1 second to

clear the eastbound lane, if they were to exit at the same time and not consider the opposing vehicle.

If a driver leaving the proposed exit accelerated very slowly (2 ft/sec^2) and encountered an aggressive driver, the slow driver would just clear the intersection prior to the vehicle leaving the existing access point.

With this analysis of travel times verifying that the vehicle will typically clear the intersection prior to the conflicting movement, the proposed access point being located at 9th Street and Central Avenue should be considered appropriate and will not result in conflicts between the existing access point and the proposed access point.

(2) Sight Distance

Site distance concerns at the proposed site access point at Central Avenue and 9th Street were brought up by Los Alamos County. The parking garage structure shall be constructed to accommodate acceptable sight distance to the adjacent access point to the west and the pedestrian activities at the existing north-south crosswalk located at this intersection. To ensure this sight distance is met, the parking structure should be set back at least 10 feet from the sidewalk at this location or be constructed to not block visibility for an exiting vehicle.

All other access points shall be constructed to maximize the available sight distance at the intersection so that oncoming vehicles, pedestrians, and cyclists can be seen by vehicles at all access points to public rights-of-way.

(3) Leading Pedestrian Interval

At the intersection of Trinity Drive and 7th Avenue the new development will cause an increase of the southbound right turning volumes of 72 vehicles in the AM peak hour, 39 vehicles in the Midday peak hour, and 64 vehicles in the PM peak hour. As this intersection has crosswalks on all legs of the intersection a low-cost adjustment to create a safer pedestrian crossing is to implement a 3 to 5 second leading pedestrian interval to the timing. This will allow a pedestrian crossing Trinity Drive to get across the first lane of traffic before the signal indication gives the southbound right turning vehicles a green. This creates a safer environment for pedestrians in situations where there is a high number of right turning vehicles at an intersection. Los Alamos County should implement this leading pedestrian Interval at the intersection of Trinity Drive and 7th Avenue.

VIII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The traffic analysis found that all intersections, except for the unsignalized intersection of Trinity & DP Road, operate acceptably overall in the Existing, 2025 No Build, 2025 Build, 2035 Horizon Year No Build, and 2035 Horizon Year Build conditions. The Trinity & DP Road intersection one-stage intersection analysis shows operations with the northbound approach as LOS D in the PM peak hour in existing condition and degrades to LOS E for this movement by the 2025 No Build condition and degrading to LOS F in the horizon year in the PM peak hour. Since this intersection doesn't work well in the No build scenario, this issue is not caused by the new development. Instead it is being caused by the background growth of DP Road. Unfortunately, as new developments are constructed on DP Road this serviceability will continue to degrade.

The intersection was also analyzed as a two-stage turning movement in the PM peak hour as there is adequate median space for vehicle storage to consider this movement. The two-stage movement for this intersection indicates that if vehicles do this action, the intersection will operate at an acceptable LOS D in the PM peak hour.

A third alternative in the PM peak hour requiring all northbound vehicles to turn right at this intersection and utilize the roundabout to access westbound Trinity was analyzed. Results for all analysis periods resulted in the intersection operating at an acceptable LOS C in the PM peak hour. Since this movement occurs in the No build analysis

Since the development is not the root cause of this issue, Los Alamos County should consider the alternatives and make changes to the intersection prior to more development being allowed on DP Road.

Intersection spacing along Trinity Drive was verified and the partial access point west of the Trinity and 7th Street intersection should be changed to allow a right-in and right out but eliminate the left turning lane at this location to adequately address storage needs at the Trinity and 7th Street intersection.

Due to the increase in southbound right turning vehicles at the Trinity Drive and 7th Street intersection, a leading pedestrian interval should be implemented for safer pedestrian movements at the intersection.

B. RECOMMENDATIONS

- Extend the eastbound left turning storage length to 175 feet and modify the median to eliminate the left turning lane for the access point west of the intersection of Trinity Drive and 7th Street

- At the intersection of Central Avenue and 9th Street/ proposed access, the parking structure should be set back at least 10 feet from the sidewalk or be constructed to not block visibility for an exiting vehicle.
- Implement a leading pedestrian interval for the north/south crosswalks at the intersection of Trinity Drive and 7th Avenue. This should be coordinated with Los Alamos County staff to implement this timing change.
- Build access points along Central at the existing intersection of 9th Street and Central Avenue and between Iris Street and 6th Street. These access points shall maximize sight distance for exiting vehicles.
- Remove existing access point on Central between 9th Street and Iris Street, and the existing access point between Iris Street and 6th Street. The existing access point east of 6th Street will remain since no development activity is occurring at this existing building.
- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and the Los Alamos County requirements.

Sayeda, Sobia

From: Wilson, Keith
Sent: Friday, April 21, 2023 12:04 PM
To: Carl Vermillion; Martinez, Javier, NMDOT; Ulibarri, Eric; Greg Gonzales; Sayeda, Sobia
Subject: RE: [EXTERNAL]MeriMac Updated TIA
Attachments: Meri Mac TIA 04-18-2023 KPW Comments Reduced Size.pdf

Hello Carl,

We have reviewed the resubmitted Meri Mac Development TIA dated April 18, 2023 and have the following suggested edits and comments (also referenced in the attached document). Please resubmit by close of business on Monday April 24th. Please do not hesitate to contact me if you have any questions or concerns regarding these edits and comments.

Edits and Comments to be addressed:

Page 2, 2 Principal Findings – Last sentence at bottom of page is unfinished.

Page 3, 3. Recommendations –

- First Bullet - Specify location. Trinity Dr/7th St Intersection? Is 175ft sufficient? How will remaining section of driveway LT Lane be handled? Median Island Constructed? Add NMDOT design approval and permit will be required for this work?
- Second Bullet – "block visibility for an exiting vehicle." Block visibility to pedestrians on sidewalk? Please clarify.
- Third Bullet – Change "7th Avenue" to "7th Street"
- Fourth Bullet - Suggested reword: "maximize sight distance" to "exceed minimum sight distance requirements"?
- Fifth Bullet – Suggested reword: "The proposed site plan necessitates the closing of the following site driveways: between 9th and Iris Street, and; between Iris and 6th Street; The driveway east of 6th street will remain open as this is associated with another phase of development."
- Sixth Bullet – Add: "New Mexico DOT" to list of requirements to be met.
- Add Seventh Bullet - Stop control will be added to east, north, and west approaches at the first internal intersection from 7th Street. This will prevent entering traffic from Trinity Drive on the south approach queuing back into Trinity Drive

Page 6, A Land Use and Intensity – "The proposed development includes 300 units of multi-family residential apartments and 20,000 gross floor area of retail on the ground floor." Update to match description on Page 1, Introduction and Summary

Page 34, VII. Safety Analysis – Suggested reword: "No crashes occurred with a pedestrian or bicyclist involved at any of the intersection." To "No crashes involving a pedestrian or bicyclist occurred at any of the intersections."

Page 34, VII. Safety Analysis – "In New Mexico, an average day consists of 100 crashes throughout the state, the intersections included in this study are lower than the state crash rate average." This explanation does not make sense. Is 100 crashes a rate (eg. per MEV or 100M VMT)? How do the project area crashes compare, i.e. actual rate? Please clarify.

Page 37, (2) Sight Distance – "To ensure this sight distance is met, the parking structure should be set back at least 10 feet from the sidewalk at this location or be constructed to not block visibility for an exiting vehicle." 10ft from back of sidewalk? Please clarify

Page 37, (3) Leading Pedestrian Interval - Change "7th Avenue" to "7th Street"

Page 38, B Recommendations – See comments noted on Page 3 and make changes here.

Keith Wilson, PTP
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From: Carl Vermillion <cvermillion@bhinc.com>
Sent: Tuesday, April 18, 2023 5:40 PM
To: Martinez, Javier, NMDOT <Javier.Martinez@dot.nm.gov>; Ulibarri, Eric <eric.ulibarri@lacnm.us>; Wilson, Keith <keith.wilson@lacnm.us>; Greg Gonzales <g.gonzales@columbuscapitalsw.com>; Sayeda, Sobia <sobia.sayeda@lacnm.us>
Subject: [EXTERNAL]MeriMac Updated TIA

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Sobia,

Please see the attached Updated TIA for Meri Mac as well as the Comment Disposition.

Please let me know if you have any questions or concerns.

Thank you!

TOP WORK PLACES 2023 USA

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EXHIBIT 5

WORSHIP NEWS

Fr. Glenn: Finished, And Unfinished ... Let Us Be True Disciples Who Stand Beside Him

By Fr. Glenn Jones:

Christianity was until fairly recently believed and practiced by the majority of our nation, even if not the world. And yet recent news stories report that much of that faith has been lost in the current existential and rationalist culture, which does not deign to explore (and even DIS-dains) that which is beyond its empirical probing, refusing to admit that there may be existence that transcends our materiality. It's a bit of a danger, really, and to paraphrase G.K. Chesterton, when people believe in nothing, they may believe in anything. Now, the bulk of the Christian world comes to Holy Week beginning April 2 this year, remembering the pivotal moment of Christian faith when Jesus of Nazareth, aka Jesus Christ, was falsely convicted, tortured, and finally executed by crucifixion—an agonizingly slow and painful death. Seems quite odd to the non-believer: why in the world commemorate such a horrific event?

I was musing on this as we read in weekday Mass from Genesis of Abraham. God changes his name from "Abram", meaning "exalted father" to "Abraham", meaning "father of a multitude", promising also that Abraham's descendants will be as numerous "as the stars in the sky". "So what?", one may ask. Well, consider that Abraham, a nomadic shepherd, was given this promise approximately four thousand years ago, and that the written form of Genesis, scripture scholars tell us, appeared likely in the time of King David with the settled kingdom and scribes to transcribe—about three thousand years ago. And how that ancient promise has been realized! Jews and Christians, of course, trace their religious roots back to Abraham—"our father in faith"—but so do Muslims, summing around four billion people alive today, not counting believers of the past. More than four billion plus counts as a "multitude", don't you think?

And, as mentioned numerous times in this column, there are myriad other reasons to believe in the veracity of Christian core beliefs in Jesus and, therefore, the Christian faith: the rapid expansion of the faith by Jesus' country-bumpkin apostles—wholly unlikely without a supernatural hand assisting. These same apostles, with nothing worldly to gain, would suffer for years and decades and eventually be killed for testifying to what they saw Jesus say and do. Also, there's the very fact of the worldwide appeal and indisputable success of a faith based in a poor uneducated carpenter from a despised little town in a backwater Roman vassal province—a workman who suffered an inglorious and shameful method of execution, conquering the world with a simple teaching of "Love God, and love thy neighbor", in having given His life for truth and—Christians most cherished hope—the salvation of souls … to reveal starkly a transcendent world's reality by His resurrection on Easter morn. And, as both the apostles Peter and Paul state in their Biblical letters, Jesus is the "first-born" from the dead—the trailblazer, as it were, that all humanity will one day experience, but He cautioned: "*... those who have done good, to the resurrection of life, and those who have done evil, to the resurrection of judgment.*" (John 5:29) One may believe or not, of course, but doesn't knowledge of indisputable realities rate at least close investigation, especially given the inevitability of bodily death? Does a wise person walk off a cliff's edge thinking: "Well, I'll look into that gravity thing later if things don't work out like I thought?"

Regardless of faith, many lessons can be gleaned in considering the passion of Christ, including:
…the corrupting power of money in Judas' betrayal …
…the corrupting power of power and pride evident in the Pharisees, refusing to acknowledge Jesus' innocence even when Judas admits deception and treason…
…Jesus' apparently (but only apparently) unheard prayer in the Garden, which nonetheless led to a much greater good…
…a denial by one who would later repent and become leader of Jesus' apostles and first leader of His Church…
…the call for Christ's blood to be upon those clamoring for His death…blood which both convicts and acquits…
…the unknowing passerby, called to an unpredicted yet singular service to God …
…the prayer of the forsaken, which is actually a psalm of trust…
…the infinitely regal and omnipotent, in humiliation …
…the immortal, suffering death…
…the trembling of creation at the demise of its Creator…
…the Son's obedience to the Father's will… infinite innocence atoning for finite human guilt…
…the seemingly utter defeat of the crucifixion, to emerge as the ultimate victory on Easter morning.

———————-

A traditional (but non-Biblical) devotion which always gives me pause is that of the woman Veronica wiping the face of Jesus as He stumbled…heavy-laden…to Calvary. Courageous Veronica … braving blows from soldiers, venom from the crowd, expulsion by the Pharisees, …to give a moment of service and succor to the Lord. When I consider Veronica, and the many who have given their lives for the faith and in righteous causes, I cannot but ask myself: Will I have courage enough to endure the slings and arrows launched by scoffers and haters of faith?…to offer even a moment of comfort to my Lord, and thereby aid Him on the Via Dolorosa? Or will I cowardly flee into darkness and safety like His apostles? Will I be strong enough to suffer even a little with Him…and thus, for Him? Will I, like Simon of Cyrene, bear at least a little of the burden of the cross beside Him? Near the end of the movie "Forrest Gump" … Forrest describes his cross-country running exploits at the bedside of his beloved dying Jenny. Jenny muses wistfully: "I wish I could have been there with you." Forrest simply looks at her tenderly and says: "You were." Likewise, when our hearts ache at Jesus' sufferings, at His loneliness, at His agony… and we moan: "My Jesus…I wish I could have been there with you" … He gazes upon His faithful lovingly and says: "You were." So, O Christian, in the coming Holy Week let us be true disciples who stand beside Him, upon whose faith and love He leans upon for support in His agony. For Jesus, in His divinity, beheld every and all moments in time, and as He walked to Calvary thus witnessed the love we have for Him in the present … supporting Him all the way to the cross … to His final breath: *It is finished. Father, into thy hands I commend my spirit.*"

Editor's note: Rev. Glenn Jones is the Vicar General of the Archdiocese of Santa Fe and former pastor of Immaculate Heart of Mary Catholic Church in Los Alamos.

NOLLAU

Continued from page B3

participants, greater awareness of the need for justice in the world, and thoughtful consideration of how to be a faithful leader in the face of that need. From the Nollau website: "Although many come to this program from a CHHSM organization or UCC-affiliated ministry, people of all backgrounds are welcome to attend … If you are interested in examining what it means to be a leader by exploring what it means to be human, to be in relationship, and to be part of something larger than yourself, CHHSM welcomes you to apply to this transformative year-long program."

From Rev. Church: "Participating in the Nollau Leadership Institute was a transformative experience for me. Not only was I surrounded by authentic, curious, compassionate, justice-seeking, and fun people–both classmates and facilitators–but I came away with a much deeper understanding of myself, that is already allowing me to be a more courageous and authentic leader. I'm so grateful for this opportunity, and encourage others to consider it!" For more information, visit CHHSM.org/leadership/Nollau and www.wrpchurch.com.

LEGALS

LEGAL NOTICE
Community Development
Department

Notice is hereby given that the Planning and Zoning Commission of the Incorporated County of Los Alamos, State of New Mexico, has directed publication of their scheduled meeting to be held on Wednesday, April 26, 2023, beginning at 5:30 PM, within the Council Chambers located at 1000 Central Ave, Los Alamos, NM 87544. Members of the public may, also, join to make public comment by pasting into their browser the following URL:
https://us06web.zoom.us/j/81885706651

Or by phone: (US) +1 719 359 4580 or +1 253 205 0468 or +1 253 215 8782
Webinar ID: 818 8570 6651

A copy of the complete Agenda is available at least 72-hours prior for public inspection during regular business hours of 8 am-5 pm, within the Community Development Department at 1000 Central Ave, Suite 150, or online at https://losalamos.legistar.com/Calendar.aspx.

CASE NO. SIT-2023-0063. Greg Gonzales, dba Columbus Capital, applicant, on behalf of Seth Brennoch C/O Kroger Co., is requesting Site Plan approval for a 104,671 sq.ft. mixed-use development that proposes 322 residential units and 22,000 sq.ft. of commercial space. The property, MMV 001, is within the Downtown Los Alamos (DTLA) Zone District.
Case Manager: Sobia Sayeda, Planning Manager

CASE NO. SIT-2023-0064. Dekker/Perich/Sabatini on behalf of Transcor Development Inc., property owner, is requesting Site Plan approval for a 60,559 sq.ft. mixed-use development including 160 residential units and 6,159 sq.ft. of commercial space. The properties, EA3 Q1 and EA3 Q2, are respectively addressed as 2100 and 2202 Canyon Road, Los Alamos, NM, and are within the Mixed-Use (MU) district.
Case Manager: Desirae J. Lujan, Associate Planner

/S/ Paul Andrus
Community Development Director
"If you are an individual with a disability who needs a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please contact the Human Resources Department at (505)662-8040 at least one-week prior to the meeting, or as soon as possible. Public documents, including the Agenda and Minutes, can be provided in various accessible formats. Please contact the personnel in the County Administrator's Office at (505) 662-8080 if a summary or other type of accessible format is needed."

PUBLISHED IN THE LOS ALAMOS DAILY POST
THURSDAY APRIL 6, 2023

NOTICE OF ADOPTION OF CODE ORDINANCE 02-340
STATE OF NEW MEXICO, COUNTY OF LOS ALAMOS

Notice is hereby given that the following Code Ordinance 02-340, was duly adopted and approved by the County Council of the Incorporated County of Los Alamos, State of New Mexico, on March 28, 2023. The full copy is available for inspection or purchase in the County Clerk's Office: 1000 Central Avenue, Suite 240, during regular business hours.

INCORPORATED COUNTY OF LOS ALAMOS
CODE ORDINANCE 02-340
AN ORDINANCE AMENDING CHAPTER 40, ARTICLE III, SECTIONS 40-151 AND 40-152 OF THE CODE OF THE INCORPORATED COUNTY OF LOS ALAMOS PERTAINING TO THE GAS SERVICE RATE SCHEDULE
ADOPTED this 28th day of March 2023
Council of the Incorporated County of Los Alamos
By: /s/ Denise Derkacs, Council Chair
Attest: /s/ Naomi D. Maestas, County Clerk

PUBLISHED IN THE LOS ALAMOS DAILY POST
THURSDAY APRIL 6, 2023

COUNTY OF LOS ALAMOS
INVITATION TO BID
IFB23-63
IFB NAME: El Vado Underground Storage Tank Removal and Installation

Sealed Bids in one (1) clearly labeled unbound original and three (3) bound paper copies (if submitting in paper form), subject to the conditions set forth in the Instructions to Bidders and in the other Solicitation Documents, will be received at the Office of the Los Alamos County Purchasing Officer, **101 Camino Entrada, Bldg. 3, Los Alamos**, NM 87544 until 2:00 p.m. MT, Thursday, May 4, 2023 for this solicitation.

Bids may also be submitted electronically by email in pdf format. All other requirements stated in the Solicitation Document remain in effect. Emails should be addressed to: lacbid@lacnm.us. Subject line of the email must contain the following information: **RESPONSE – IFB23-63 El Vado Underground Storage Tank Removal and Installation**

A Non-Mandatory Pre-bid Conference will be held on Wednesday, April 19, 2023, at 1:00 p.m. MT at the El Vado Hydroelectric Plant, 3070 NM State Road 112, mile 30.7, El Vado, New Mexico 87575.

Documents may be obtained from Carmela Salazar at the Office of the Purchasing Officer at:
Los Alamos County
Procurement Division
101 Camino Entrada, Bldg. 3
Los Alamos, NM 87544
(505) 662-8056
carmela.salazar@lacnm.us

Office Hours are 8:00 a.m. – 4:30 p.m., Monday – Friday.
No Bid may be withdrawn after the scheduled closing time for receipt of proposals.
All forms of bribes, gratuities, and kickbacks are prohibited by state law.

The County of Los Alamos is an Equal Opportunity Employer

PUBLISHED IN THE LOS ALAMOS DAILY POST
THURSDAY APRIL 6, 2023

LEGAL NOTICE

Community Development Department

Notice is hereby given that the Planning and Zoning Commission of the Incorporated County of Los Alamos, State of New Mexico, has directed publication of their scheduled meeting to be held on Wednesday, April 26, 2023, beginning at 5:30 PM, within the Council Chambers located at 1000 Central Ave, Los Alamos, NM 87544. Members of the public may, also, join to make public comment by pasting into their browser the following URL:
https://us06web.zoom.us/j/81885706651

Or by phone: (US) +1 719 359 4580 or +1 253 205 0468 or +1 253 215 8782
Webinar ID: 818 8570 6651

A copy of the complete Agenda is available at least 72-hours prior for public inspection during regular business hours of 8 am-5 pm, within the Community Development Department at 1000 Central Ave, Suite 150, or online at https://losalamos.legistar.com/Calendar.aspx.

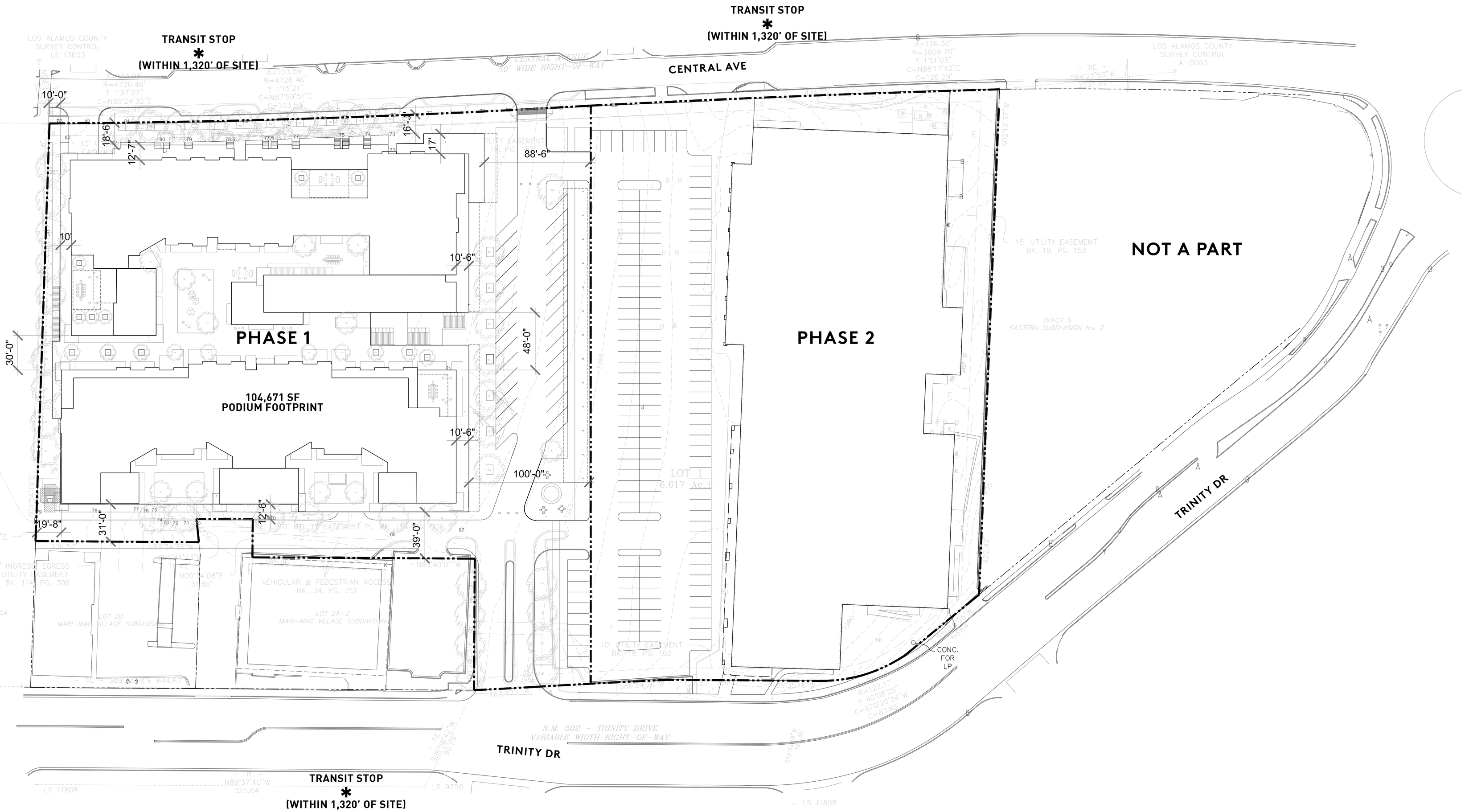
CASE NO. SIT-2023-0063. Greg Gonzales, dba Columbus Capital, applicant, on behalf of Seth Brennoch C/O Kroger Co., is requesting Site Plan approval for a 104,671 sq.ft. mixed-use development that proposes 322 residential units and 22,000 sq.ft. of commercial space. The property, MMV 001, is within the Downtown Los Alamos (DTLA) Zone District.

Case Manager: Sobia Sayeda, Planning Manager

/S/ Paul Andrus
Community Development Director

"If you are an individual with a disability who needs a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please contact the Human Resources Department at (505)662-8040 at least one-week prior to the meeting, or as soon as possible. Public documents, including the Agenda and Minutes, can be provided in various accessible formats. Please contact the personnel in the County Administrator's Office at (505) 662-8080 if a summary or other type of accessible format is needed."

PUBLISHED IN THE LA DAILY POST ON: Thursday, April 6, 2023.



PROPOSED SITE PLAN

SCALE 1" = 40'
0 10 20 40 80

The public may access the complete Application and plans at:
https://losalamoscountynm-energovpub.tylerhost.net/Apps/SelfService#/home

Simply "SEARCH PUBLIC RECORDS" and search SIT-2023-0063

You may, also, contact the Case Manager at 505-662-8122, or at sobia.sayeda@lacnm.us

ATTACHMENT A

EXHIBIT S

rdc.

245 East Third Street
Long Beach, CA
t 562.628.8000
rdcollaborative.com

CLIENT
BRANCH FAMILY HOLDINGS, LLC
P.O. BOX 2328
Santa Fe, New Mexico 87504

PROJECT
LOS ALAMOS CENTER
PHASE 1 MASTERPLAN
759 CENTRAL AVE
LOS ALAMOS, NM 87544

REVISIONS

ISSUE	DATE

PROJECT NUMBER: 22-176

PROPOSED SITE PLAN

A-7

LOS ALAMOS
Planning

April 10, 2023

RE: Public Hearing for Case No. #SIT-2023-0063

Dear Property Owner,

The Planning and Zoning Commission of the Incorporated County of Los Alamos, State of New Mexico, will be considering the below application at a public hearing on Wednesday, April 26, 2023, at 5:30 PM (MST), within the Council Chambers, Municipal Building, located at 1000 Central Ave., Los Alamos, NM.

CASE NO. SIT-2023-0063. Greg Gonzales, dba Columbus Capital, applicant, on behalf of Seth Brennoch C/O Kroger Co., is requesting Site Plan approval at 535 Central Avenue, Los Alamos, NM, for a 104,671 Sq.Ft. mixed-use development that proposes 322 residential units and 22,000 Sq.Ft. of commercial space. The property, MMV 001, is within the Downtown Los Alamos (DTLA) Zone District.

As a property owner within 300-feet of the subject site, you have been notified according to the Los Alamos County Code of Ordinances, Chapter 16 – Development Code, Sec. 16-17-(c)(5)(b).

The meeting will be in-person and open to the public. However, for convenience, the following Zoom meeting link and/or telephone numbers may be used for public viewing and participation: https://us06web.zoom.us/j/81885706651

Or by phone:

US: +1 719 359 4580 or +1 253 205 0468 or +1 253 215 8782 or +1 669 444 9171
Webinar ID: 818 8570 6651

For more information contact:
Case Manager: Sobia Sayeda, Planning Manager
Telephone: (505)662-8120
Email: sobia.sayeda@lacnm.us

Attachment(s): Location Map and Proposed Site Plan

1000 Central Avenue, Suite 150
Los Alamos, NM 87544
P 505.662.8120 F 505.662.8363
losalamosnm.us

300-FEET AREA MAP